



PIKO

Catalog 2016



PIKO SMARTCONTROL®

PIKO has put on the market a completely new developed digital train control: the PIKO SmartControl system. Thus we offer to our customers one of the most modern and most advanced digital control systems. The attractive PIKO SmartControl Premium Start Sets is the ideal first step into the fascinating world of digital model railroads.

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PIKO STARTER SETS

PIKO analog start sets: whether passenger train or freight train, whether ICE or local transport, whether nostalgic or modern railroad - there is something for everybody. Simply ideal gateway to the fascinating world of model railroads.

PIKO Starter Sets	20
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PIKO A-TRACK

Here you find everything necessary for creating a beautiful H0-Scale layout. You can create sophisticated and very realistic layouts, even though our track system requires only a gratifyingly small number of different track elements.

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EXPERT

The PIKO Expert program covers the middle ground between the PIKO Classic and the PIKO Hobby program. The locomotives are distinguished by the high level of detailing and by the innovative, robust technology at affordable prices. The models have a change of lights white/red, partly a driver's cab lighting and are prepared for the retrofitting of digital and sound.

Locomotive	64
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HOBBY

In the PIKO Hobby line, the inexpensive entrance into the world of PIKO model railroading, all models are issued in the known high quality and they satisfy with well-engineered, robust technology with good detailing, exact coloring and precise printing.

Locomotives.....	194
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CLASSIC

The PIKO Classic line is known for its precision, very high level of detailing and sophisticated technology. Friends of the PIKO Classic line can look forward to three modern freight car types that represent state-of-the-art know-how: articulated well car T 3000e with truck trailer and the cement silo car Ucs-v.

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MODEL BUILDINGS

PIKO building kits are weathered and resemble real-world buildings in look and feel. The detail, the scale correctness, and the precise fit all contribute to easy assembly.

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Picture by
Falk Hummel



95866 PIKO Car of the Year 2016

Layout photographs: Dieter Ertel/Falk Hummel/
Frank Zarges
Model photographs: Falk Hummel

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Dear PIKO friends,

It is an old rule: future comes from origin. Those
who dare an outlook for the immediate past.

For PIKO, both the review of the year 2015 and
the preview for of the year 2016 are combined
with a good feeling. That what we wrote here
before the year, has fully and entirely confirmed
in 2015: With the appearance of the much-
praised model of the legendary series 103,
PIKO has proven once more its status as a
specialist for high-quality reproductions of
historic and modern locomotives.

Of course, this look back includes the obligation
to continue our path. So we have decided to
deliver with the DR series 112 and 143 in
H0 two variants of an electric locomotive, which
is considered as the last and best high-volume
locomotive of the Deutsche Reichsbahn to this
day.

Already now, we can assure you that these
PIKO models have a perfection that is not
inferior to the reputation of the original.
Of course, further important new releases that
are eagerly awaited by you, among other things
the BR110/140, V200.1 and the modern G6 will
insert themselves seamlessly into this series of
exactly reproduced models.

That PIKO can score with contemporarily desi-
gned products at the technically most modern
level; this has been proven amongst others also
by our models of the series 101 and V 23 as well
as the exotic 118 131-2. No question – this is
exactly where we continue. Look forward to the
diesel locomotive of the series 102.1, which pro-
ved itself under its nickname „mailbox“ at the
original, just as well as the series 112/143. That
all these PIKO products can come up with an
optimal price performance ratio, which we owe
already to the tradition of our brand – future
just comes from origin!

Speaking of mailbox: For more than 15.000
visitors, our Open House day on 20 June 2015
was quite like a mailbox, or more precisely: a
wishing mail box. Because on this day, we lear-
ned from hundreds of interesting conversations,
what your wishes are, what you would like to
get from PIKO and what we can do even better.
That is what it should be, and we are looking
forward already today to welcome you to the
10th Open House Day in 2017.

The wireless PIKO SmartControl System is a
leading-edge product, which has been created
also thanks to your opinion and your advice.
Whether it is station announcements, lightings,
engine noises or signal whistles – with realistic

effects, modern PIKO models bring your model
railroad system to life. And since the control of
such functions must be easy to operate, PIKO
has developed the PIKO SmartControl System
and thus makes available to you a contem-
porary, high comfortable digital control. The
DCC system is suitable for the scales 0 to N and
unites the advantages of a Smartphone control
with the special requirements of a model rail-
road control.

It comes from our heart, when we thank you
again for your loyalty to the PIKO brand, and
that you do not keep for yourself the reasons
why you like to be a PIKO model railroader.
Your hobby and your ideas fit seamless to your
skills, to our quality and to our prices – this is
our origin and this stays our common future!

We wish you a lot of fun with the reading

Your family Dr. Wilfer

Ortrun D. Wilfer
President

Dr. René F. Wilfer
President

PIKO SMARTCONTROL

PIKO STARTER SETS

PIKO A-TRACK

PIKO EXPERT

PIKO HOBBY

PIKO CLASSIC

BUILDINGS

ACCESSORIES

For the professional!

Many modellers like to set their collection epoch.

To make it easy to classify the models, we have given them a precise designation.

I

Epoch I 1835 – 1925

First railways were built and numerous state and private railways founded.



50055 - see page 256

IV

Epoch IV 1970 – 1990

End of steam operation. Introduction of computer-oriented classifications on locos and other vehicles. Pre-war equipment taken out of service.



57508 - see page 211

II

Epoch II 1925 – 1945

Founding of large state railway companies such as DRG, BBÖ or SBB. Regulations were synchronised and standards of construction established. First electric operation.



50062 - see page 258

V

Epoch V 1990 – 2007

Beginning of the ICE age. Fusion of DB and DR. Introduction of "traffic red". Reorganisation of the railway into business divisions. Modern locos and motor coaches taken into service.



59420 / # 59220 - see page 128

III

Epoch III 1945 – 1970

Reconstruction and recovery from war damage to the railways. Steam locos began to be replaced by diesel and electric locos. Construction of passenger coaches and goods trucks in cooperation with other state railways.



51095 - see page 260

VI

Epoch VI 2007 – today

Besides traditional railroad companies, many private railroad transit companies also travel existing railroad networks in national and international transport with their own vehicles. Introducing the 13-digit UIC numbering system.



59556 / # 59356 - see page 88

Legend to symbols

Many modellers like to set their collection era. To make easy to classify the models, we have given them a precise designation. Pictograms are used to provide further technical details and their meaning is listed below.

Railway Administrations:

ČSD / ČD	Czechoslovakian Railways
CFL	Luxembourg State Railway
CFR	Romanian State Railway
DB	German Federal Railway
DB AG	German Federal Railway Inc.
DR	German Imperial Railway
DRG	German Imperial Railway
DSB	Danish State Railway
FS	Italian State Railway
K.Sächs.Sts.E.B	Royal Saxon Stat Railway
Sächs.Sts.E.B.	Royal Saxon State Railway
MAV	Hungarian State Railway
NS	Dutch State Railway
NSB	Norwegian State Railway
ÖBB	Austrian State Railway
PKP	Polish State Railway
RENFE	Spanish State Railway
RZD	Russian State Railway
SBB	Swiss Federal Railway
SJ	Swedish State Railway
SNCF	French State Railway
SNCB / B	Belgian State Railway
SŽ	Slovenian State Railways
ŽSR	Slovakian State Railways

	Direct current
	Three-rail alternating current version
	w decoder for analog & digital operation
	Operation w pantograph possible
	Lights
	Directional lights
	Directional lights red / white
	Directional lights red / white possible
	w/o digital interface
	Digitale interface for decoder to NEM 652
	Interface for decoder to NEM 658
	Minimum recommended radius
	Traction tyres
	Lenght over buffers
	Coupling hook

 PIKO wheelset service for AC rail fans:
On all the PIKO models with this symbol the standard direct current wheelsets can be replaced by PIKO alternating current wheelset. The relevant article numbers are specified.

	Interior lighting
	Interior lighting possible
	Sound ready

For all Locomotives & Cars:

	NEM coupler pocket
	Close coupling

For all Sound-Locomotives:

	DCC / DC Loc-Sounddecoder on board
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General notes:

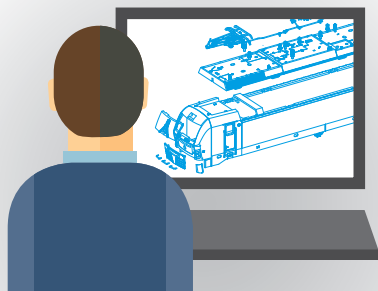
	Out of stock
	Out of production (available as long as stocks last)
	Limited edition

 Exclusiveness - only available in indicated country

handwork & high tech



About 1 year passes between the selection of a prototype and the delivery of the model. In the interim many tasks need to be performed. The most up to date manufacturing technologies, as well as the skills and the know-how of specialists are required for a perfect PIKO model.



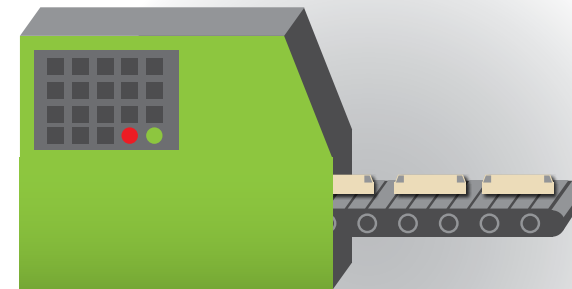
Design

A design for the scale model is created on a CAD-system based on drawings and measurements of the prototype. Aside from being true to scale, technical feasibility and functionality play an important role.



Mold Making

Based on the design spec the injection molds will be created by using CNC-milling machines and sometimes by hand.



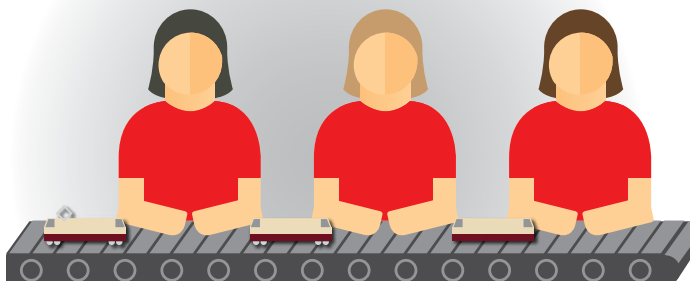
Plastics Processing

Apart from the metal parts a PIKO model mainly consists of plastic parts that are created via injection molding. Modern machines allow for a precision that until recently has been unheard of.



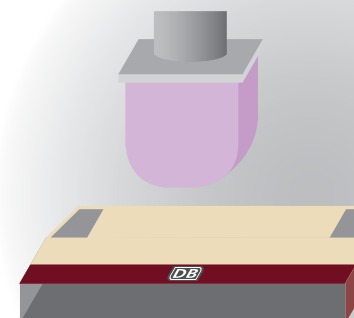
Logistics

Safely packaged the locomotives, cars, track and buildings are sent on their way to retailers and PIKO enthusiasts throughout the world.



Assembly & Quality Control

The employees in the assembly department need skill, patience and a keen eye when building a finished model from delicate parts.



Printing

All locomotives and cars require extensive prior research so that the final model is as true to the prototype as possible. It is not uncommon for a model to require more than 100 separate printing steps.



A Day for Large and Small

Open House Day 2015. A highlight for PIKO fans large and small, young and old, is the Open House Day at PIKO. This event brings thousands of model train enthusiasts to Sonneberg in June of every odd-numbered year, to marvel at all the models large and small, in four different scales. Fans can witness the factory in operation and see the production of models, as well as meeting PIKO workers "up close and personal".

We extend our hearty thanks to all the many visitors and we happily look forward to the 10th jubilee of this fun event in 2017.



NEW!

Custom-decorated models – A special gift for every occasion!

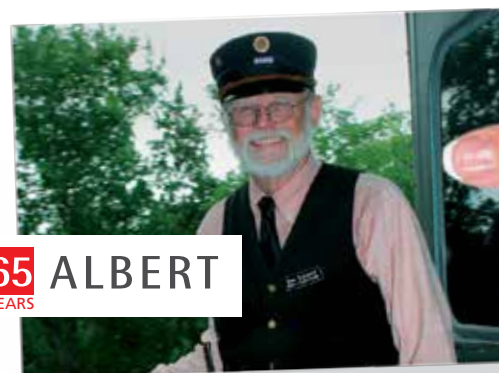
As a special service, PIKO offers fans the opportunity to have selected models from our program custom-decorated - and this can be done in a quantity as small as one piece - making a truly unique model! For example, you can send us a photo and your own personal greeting to be placed on a PIKO model, making a wonderful memento for yourself or as a gift for someone special!

Go to www.piko-shop.de for details on the image and text formats, as well as further info on placing your order.



2 In the PIKO-Shop, select the desired model and send us a photo and text in the necessary formats via email.

1 Are you looking for a special gift for a birthday or anniversary, or do you want a uniquely decorated model just for your own enjoyment?



3 Your personalized model will be produced by PIKO and delivered to you.



Motor-driven rotary control with end stop. Allows for "eyes-off" control of speed and direction of travel.

High-resolution 3.2" TFT color display. The touchscreen allows an effortless, intuitive control of lights and other functions.



The ergonomic shape of the PIKO SmartController allows for one-handed operation without problems.

PIKO SmartControl System - Ingenuously simple – simply ingenious!

- > Digital control of locomotives with up to 28 functions
- > Combines the advantages of the smart phone technology with the needs of the model railroader



With the PIKO SmartController trains are controlled digitally via radio

Start into the future of digital model railroad control! PIKO Premium Train Sets contain all necessary equipment including the "PIKO SmartController" control.



SMARTCONTROL

Introduction

The PIKO SmartControl® system is the perfect choice for model train enthusiasts who are looking for an easy to operate modern digital control system. The system can be used with scales H0, TT and N and all track systems (decoders must be DCC-compatible). It combines the advantages of a smartphone based control system with the specific requirements of model train control systems. The system consists of two components that work together in perfect harmony.

Using the wireless PIKO SmartControl® handset you can select and control your trains, switches, and signals by simply touching them on the high-resolution touch screen. Thanks to the Android operating system using the handset is just as easy and intuitive as using your smartphone. Self-explaining icons show the available features at all times. A large metal knob allows precise speed control and “eyes-off” operation. The speed dial will automatically adjust to the current speed step every time you switch locomotives.

Just like the locomotives all your switches and signals can be named. Additionally they can be assigned with icons to better distinguish between them. Decoder and system settings can be conveniently controlled using the touch screen.

When not in use the powerful battery is charged via the USB connection.

The PIKO SmartBox complements the PIKO SmartControl® System. It is responsible for the track connection and for supplying track power. Due to its built-in 5A booster even large layouts don't pose a problem.

With RailComPlus® your locomotives will be automatically detected and they will automatically provide their function key icons to the system.

A separate programming track comes in handy when configuring older decoders. Thanks to RailComPlus® decoder settings can be modified directly while on the main track.

The PIKO SmartBox® communicates with the PIKO SmartControl® via wireless LAN. Both components connect automatically. No additional configuration or equipment purchase is required. All necessary components as well as a power supply are included.

In case you later extend your layout, you can just add additional boosters and occupancy detectors to the PIKO SmartBox® without difficulty. A PC running model railroad control software can be connected to the system via LAN or wireless LAN.

With the PIKO SmartBox®, multiple PIKO SmartControl® handsets can be used simultaneously.

All locomotives, switches and signals will be synchronized automatically. Optionally the PIKO SmartBox® can be integrated in your home network. This will make installing upgrades especially easy.

Highlights

PIKO SmartControl®

- Up to 1.024 locomotives using DCC-format with up to 28 functions each. Name and icon can be assigned individually.
- Up to 1.024 accessories using DCC-format. Name and icon can be assigned individually.
- Simple touch screen control due to Android 4 operating system.
- Large dial for precise speed control and direction of travel.
- Integrated Wireless LAN interface for connecting to the PIKO SmartBox

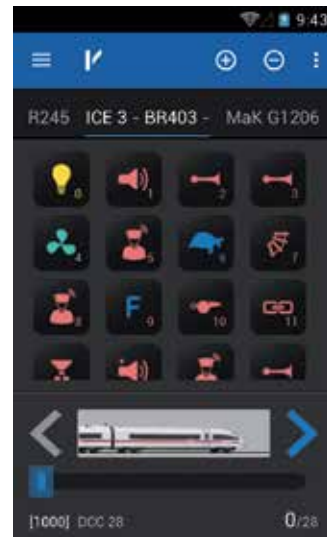
PIKO SmartBox®

- Booster with 5A rating and RailComPlus® interface.
- Separate DCC programming track output
- Wireless LAN access point for connecting PIKO SmartControl handsets
- LAN interface for PC connection
- External interface for additional boosters and track occupancy detectors
- Supports stand-alone operation or integration into home network
- Update capable

SAMPLE APPLICATIONS



Locomotive select



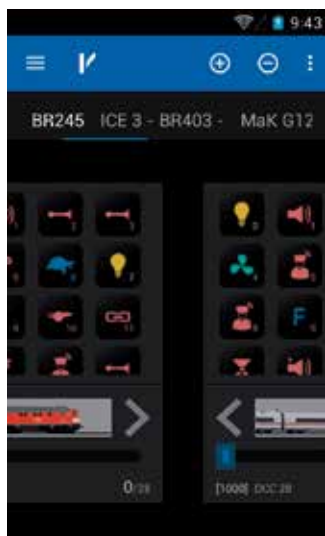
Display ICE3



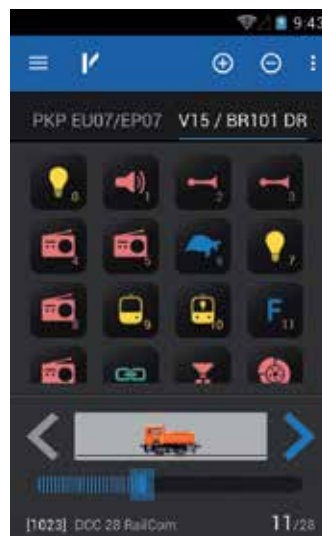
Configure locomotive settings



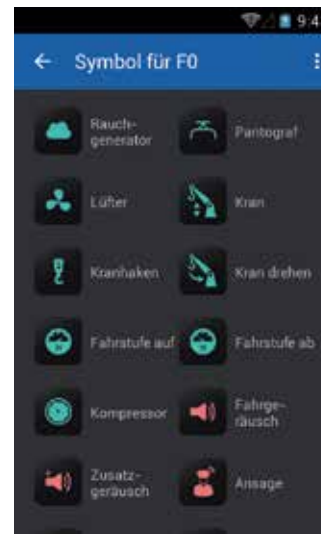
Locomotive icons



Switch locomotive



Display V15



Available icons for interface customization



Available icons for interface customization

59114

PIKO PREMIUM Train Set Double Train with Sound

Two modern train sets that can be individually controlled by the wireless PIKO SmartControl® system provide endless model train fun. Two large track ovals that are connected by multiple curved switches showcase the advantages of the PIKO SmartControl® system and allow for realistic train operation. The locomotives are equipped with Loc-Sounddecoders. A variety of locomotive specific sounds can be triggered individually.

The Set includes:

- | | | |
|--|--------------------------------|----------------------------------|
| 1 x Diesel Locomotive G1206 | 2 x 55222 Curved Switch, left | 1 x PIKO Lanyard |
| 4 x Freight Cars | 2 x 55223 Curved Switch, right | 1 x Power supply 32 VA / 16-18 V |
| 1 x ICE3 - 4 parts | 1 x 55275 Power clip | 1 x USB charger + cable |
| 12 x 55212 Curved Track R2 422 mm (16.6 in.) | 1 x 55289 Portable Railer | 1 x Track connection cable |
| 12 x 55201 Straight Track 231 mm (9.1 in.) | 1 x 55041 PIKO SmartController | 1 x Manual |
| 4 x 55200 Straight Track 239 mm (9.4 in.) | 1 x PIKO SmartBox | |
| 8 x 55213 Curved Track R3 483 mm (19.0 in.) | | |



Floor space: around 192 x 98 cm
(6.3 ft x 3.2 ft.)
Minimum floor space assembly:
202 x 108 cm (6.6 ft x 3.5 ft.)



Locos are with Lok-Sounddecoder



Length of train: 1142 mm (3.7 ft.)



Length of train: 770 mm (2.5 ft.)

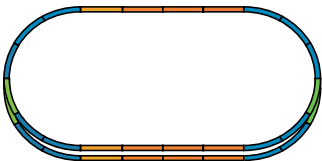
59112

PIKO PREMIUM Train Set BR 245 with Sound

The DB AG's most modern diesel locomotive pulls the DB Regio train made up of double deck cars. The wireless PIKO SmartControl® system allows for independent digital control of the train on the large track oval with passing siding. This makes for maximum model railroading fun. The locomotive is equipped with a Lok-Sounddecoder. The decoder provides a total of 23 functions that can be triggered individually, such as engine sounds, horns, brake squeal, switching, as well as other sounds like station announcements.

The Set includes:

- | | |
|--|----------------------------------|
| 1 x Diesel Locomotive BR 245 | 1 x 55289 Portable Rerailer |
| 2 x Bi-Level Passenger Cars | 1 x 55041 PIKO SmartController |
| 14 x 55212 Curved Track R2 422 mm (16.6 in.) | 1 x PIKO SmartBox |
| 9 x 55201 Straight Track 231 mm (9.1 in.) | 1 x PIKO Lanyard |
| 3 x 55200 Straight Track 239 mm (9.4 in.) | 1 x Power supply 32 VA / 16-18 V |
| 1 x 55222 Curved Switch, left | 1 x USB charger + cable |
| 1 x 55223 Curved Switch, right | 1 x Track connection cable |
| 1 x 55275 Power Clip | 1 x Manual |



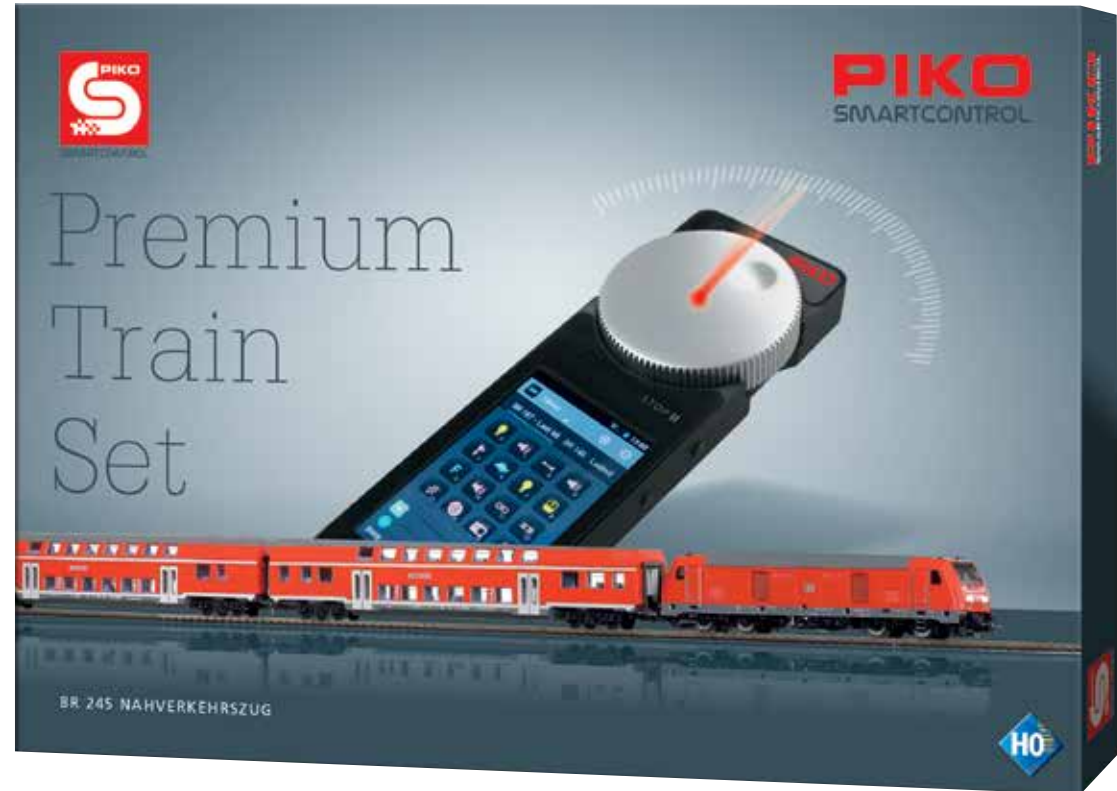
Floor space: around 182 x 95 cm
(6 ft x 3.2 ft.)

Minimum floor space assembly:

192 x 105 cm (6.3 ft x 3.5 ft.)



Loco is with Lok-Sounddecoder



Length of train: 860 mm (2.8 ft.)

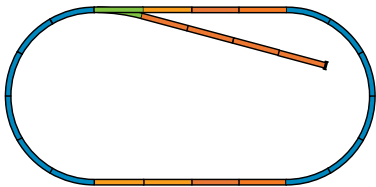
59113

PIKO PREMIUM Train Set Freight Train BR 193 Vectron with Sound

The modern electric locomotive in MRCE livery pulls a tank car train. The wireless PIKO SmartControl® system allows for independent digital control of the train on the large track oval with storage track. Cars can be switch to and from the storage track. The locomotive is equipped with a Loc-Sounddecoder. The decoder provides a total of 23 functions that can be triggered individually, such as engine sounds, horns, brake squeal, switching, as well as other sounds like station announcements.

The Set includes:

- | | |
|--|--------------------------------|
| 1 x Electric Locomotive BR 193 Vectron | 1 x 55289 Portable Rerailer |
| 3 x Modern Tank Car | 1 x 55041 PIKO SmartController |
| 12 x 55212 Curved Track R2 422 mm (16.6 in.) | 1 x PIKO SmartBox |
| 8 x 55201 Straight Track 231 mm (9.1 in.) | 1 x PIKO Lanyard |
| 3 x 55200 Straight Track 239 mm (9.4 in.) | 1 x power supply 36 VA / 16 V |
| 1 x 55221 Switch, right | 1 x USB charger + cable |
| 1 x 55280 Bumper | 1 x Track connection cable |
| 1 x 55275 Power Clip | 1 x Manual |



Loco is with Lok-Sounddecoder

Floor space: around 182 x 88 cm (6.0 ft x 2.9 ft.)

Minimum floor space assembly: 192 x 98 cm (6.3 ft. x 3.2 ft.)



Length of train: 790 mm (2.6 ft.)



55040

PIKO SmartControl Base Set

- PIKO SmartController
- PIKO SmartBox®
- USB power supply 230 V~, Sec. 16 V / 2,25 A / 36 VA
- USB charger for SmartController 230 V~, Sec. 5 V incl. USB cable
- Track connection cable 1,5 m
- PIKO Lanyard
- Manual



55041

PIKO SmartController

- PIKO SmartController
- USB charger for SmartController 230 V~, Sec. 5 V incl. USB cable
- PIKO Lanyard
- Manual



55046

Desktop-Power Supply 18 V / 5,3 A / 96 VA

To power the PIKO SmartBox®

Input: 230 V / Output: 18 V / 5,3 A / 96 VA

We recommend this power supply in case more power is required when operating more than circa 4 locomotives on the layout.



55043

CD(E)-adapter for SmartBox®

- for connecting additional boosters according to CDE-standard
- for DCC compatible booster only
- Output: CD(E) connection, 2 poles (no E-data!)



Sersa is a European provider of rail technology with an emphasis on railway construction and track maintenance
> see page 31

The ideal entry to the fascinating world of model trains

- > Passenger and freight trains
- > Modern and nostalgic trains
- > For all ages



These are the PIKO starter sets particularly suited for the model railway beginner. These sets contain robust locomotives, authentic waggons and the modern PIKO A-Track.



Starter Sets

96943

NS ICE 3 Passenger Starter Set

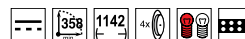


The set includes: ICE 3 NS with 2 traction units.
For the accessories see # 57194.



Length of train: 1142 mm (3.8 ft)

For ICE 3:



Floor space:
around 182 cm x 95 cm (6 ft. x 3.2 ft.)
Minimum floor space assembly:
192 cm x 105 cm (6.3 ft. x 3.5 ft.)

96980

Starter Set CRH



Exclusive model -
only available in China

The set includes:
CRH with 2 traction units and
2 cars. For the accessories see
57194.



Length of train: 1142 mm (3.8 ft)

Floor space:
around 182 cm x 95 cm (6 ft. x 3.2 ft.)
Minimum floor space assembly:
192 cm x 105 cm (6.3 ft. x 3.5 ft.)

ICE3 SET

PIKO

57194

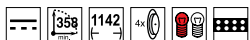
DB ICE 3 Starter Set

Control the high-speed ICE 3 with the analogue speed control included in the set. A loop track for parallel running ensures an authentic stopping procedure on a layout with a station.



Length of train: 1142 mm (3.8 ft)

For ICE 3:



The set includes:

- 1 x ICE 3 with 2 traction units and 2 cars
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)
- 1 x Curved switch, left
- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer

Floor space:

around 182 cm x 95 cm (6 ft. x 3.2 ft.)

Minimum floor space assembly:

192 cm x 105 cm (6.3 ft. x 3.5 ft.)

Other models of the Velaro ICE 3 and can be found on page 212:



57305 ICE 3 DB AG V



96724 4-Unit Express Train
Velaro „Sapsan“ RZhD V



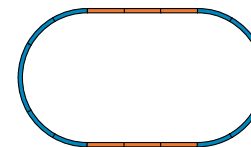
96720 4-Unit Express Train Velaro „CRH“ China VI

**NEW
2016****57132
Starter Set Express Train DB IV
BR 220 w 2 Express Coaches**

The passenger trainset recreates a typical short express train of epoch IV. Both cars ABm223 and Bm232 are pulled by the so called "economic miracle locomotive" BR220. At „Deutsche Bundesbahn“ those express trains sometimes also were used for far intercity traffic purposes.

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel loco BR 220 | 1 x Power clip |
| 2 x Express Coach | 1 x Speed control |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Power Supply 5.4 VA |
| 6 x Straight track 231 mm (9.1 in.) | 1 x Portable Rerailer |



Floor space: around 158 x 88 cm (5.2 ft x 2.9 ft.)

Minimum floor space assembly:

168 x 98 cm (5.5 ft. x 3.2 ft.)



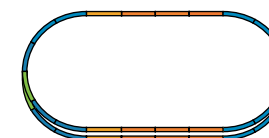
Length of train: 819 mm (2.7 ft.)

**NEW
2016****57173
Starter Set Taurus CD Railjet w
3 IC Passenger Cars Railjet**

The Czech state railroads and the ÖBB operate the route between Graz, Vienna and Prague (multi-point service) in conjunction, using Railjet push-pull trains. The Taurus-type locomotives are provided by ÖBB.

The set includes:

- 1 x Electric loco Taurus CD
- 3 x Passenger Car
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)
- 1 x Curved switch, left
- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



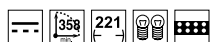
Floor space: around 182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly:

192 x 105 cm (6.3 ft. x 3.5 ft.)



Picture: Günter Kornhuber



Length of train: 1013 mm (3.3 ft.)

PASSENGER TRAIN STARTER SETS

PIKO

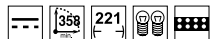
57171

Taurus Regio Passenger Starter Set

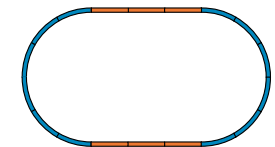
In many places today bi-level coaches are used in regional services. The bi-level coaches are pulled by a modern electric locomotive, the BR 182 Taurus.

The set includes:

- | | |
|--|-------------------------|
| 1 x Electrical loco BR 182 | 1 x Power clip |
| 2 x Bi-level coach | 1 x Speed control |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Power Supply 5.4 VA |
| 6 x Straight track 231 mm (9.1 in.) | 1 x Portable Railer |



Length of train: 837 mm (2.7 ft)



Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)

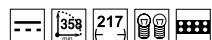
57181

Metronom Passenger Starter Set

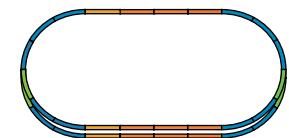
This passenger train set is a model of the bi-level train used in regional services by the firm Metronom. It consists of a BR 146 electric locomotive and two bi-level coaches. The large amount of track including curved switches provides opportunities for lots of fun.

The set includes:

- | | |
|--|--------------------------|
| 1 x Electric loco BR 146 | 1 x Curved switch, left |
| 2 x Coach | 1 x Curved switch, right |
| 14 x Curved track R2 422 mm (16.6 in.) | 1 x Power clip |
| 9 x Straight track 231 mm (9.1 in.) | 1 x Speed control |
| 3 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Railer |



Length of train: 833 mm (2.7 ft)



Floor space: around
182 cm x 95 cm (6 ft. x 3.2 ft.)
Minimum floor space assembly:
192 cm x 105 cm (6.3 ft. x 3.5 ft.)


57172
Starter Set Taurus ÖBB Railjet w 3 IC Passenger Cars Railjet

The rail jet is one of the world's fastest locomotive hauled trains. It represents a joint train type of the ÖBB, the Deutsche Bahn, the Schweizerische Bundesbahnen (Swiss Federal Railways) and the Hungarian state railway Magyar Államvasutak.

compatible Control Car:
57670 (see page 230)

The Set includes:

- 1 x Electric Locomotive Taurus ÖBB
- 3 x Passenger Car
- 14 x 55212 Curved track R2 422 mm (16.6 in.)
- 9 x 55201 Straight track 231 mm (9.1 in.)
- 3 x 55200 Straight track 239 mm (9.4 in.)
- 1 x 55222 Curved switch, left

- 1 x 55223 Curved switch, right
- 1 x 55270 Power clip
- 1 x Speed control
- 1 x Power supply (Adapter 5,4 VA)
- 1 x Portable Reraile

for # 57172
& # 59100

Floor space: around 182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly:

192 x 105 cm (6.3 ft. x 3.5 ft.)


59100
DB BR 101 Passenger Starter Set

This passenger train starter set replicates a modern IC train, consisting of a powerful 101 class electric locomotive hauling three cars in the typical IC livery. Fast trips between Germany's cities are made by the InterCity trains, along with the ICEs, of the Deutsche Bahn AG. The large track oval includes curved switches and additional track to form a parallel passing siding, adding to the fun.

The set includes:

- 1 x E-LoCo BR 101
- 3 x IC-Coach
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)
- 1 x Curved switch, left

- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



PASSENGER TRAIN STARTER SETS

PIKO

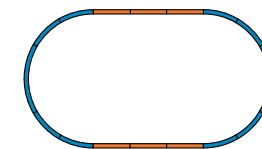
57135

Starter Set Bi-Level Train DR IV

The BR 118 diesel locomotives were also used with bi-level cars in S-Bahn and regional service for major cities.

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel Loco BR 118 | 1 x Power clip |
| 2 x Bi-Level Passenger Cars | 1 x Speed control |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Power Supply 5,4 VA |
| 6 x Straight track 231 mm (9.1 in.) | 1 x Portable Rerailer |



Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 840 mm (2.7 ft)

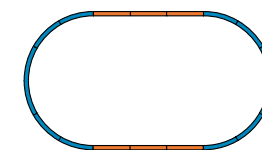
57150

Starter Set Bi-Level Train DB Regio Regio VI

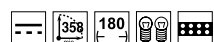
Nowadays, you can see bi-level cars used in regional service in many places. A class 218 diesel locomotive pulls this bi-level train.

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel Loco BR 218 | 1 x Power clip |
| 2 x Bi-Level Passenger Cars | 1 x Speed control |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Power Supply 5,4 VA |
| 6 x Straight track 231 mm (9.1 in.) | 1 x Portable Rerailer |



Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 796 mm (2.6 ft)

96947 ÖBB Taurus IC Starter Set

The set contains the replica of an IC train. The set consists of the electric locomotive Taurus as well as 3 passenger cars in the typical IC livery of the ÖBB. At the ÖBB, the IC trains are the fast city connections within Austria.

The set includes:

- 1 x Electric loco Taurus ÖBB
- 3 x Passenger Car
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)

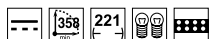
- 1 x Curved switch, left
- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer

for # 96947
& # 57180

Floor space: around 182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly:

192 x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 1013 mm (3.3 ft)

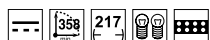
57180 Connex Passenger Starter Set

The passenger car set contains the replica of an Inter-Connex train. It consists of the electric locomotive BR 185 as well as 3 passenger cars in the typical Connex colors. The large track set with curved switches provides lots of fun running trains.

The set includes:

- 1 x Electric loco BR 185
- 3 x Coach
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)
- 1 x Curved switch, left

- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Length of train: 1009 mm (3.3 ft)

PASSENGER TRAIN STARTER SETS

PIKO

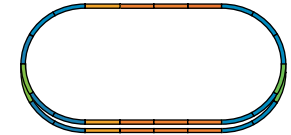
96975 NS Elec Bi-Level Passenger Starter Set

The bi-level train used by the NS in short-distance traffic is modelled with this passenger train set. It consists of the electronic locomotive BR 1918 as well as two bi-level cars. The large track diagram with 2 curved switches and the parallel track offers various playing possibilities.

The set includes:

- 1 x Electric loco BR 185
- 2 x Bi-Level Coaches
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)

- 1 x Curved switch, left
- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Floor space: around 182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 841 mm (2.8 ft)

57121 G7 Steam Passenger Starter Set

The set includes:

- 1 x Steam loco G7
- 4 x Coach
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)
- 1 x Curved switch, left
- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Terminal block 5.4 VA
- 1 x Portable Rerailer



Floor space: around 182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 746 mm (2.4 ft)

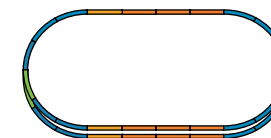
57130

Alex Passenger Starter Set

The passenger car set contains the replica of the "Alex-Express", which is an attractive and elaborately painted local train used between Oberstdorf and Munich and hauled by the Eurorunner Herkules. The locomotive comes with a change of lights depending on the direction of travel as well as a digital interface. The large track diagram with two curved switches and the parallel track, offers various playing possibilities.

The set includes:

- | | |
|--|--------------------------|
| 1 x Diesel locomotive Herkules | 1 x Curved switch, right |
| 3 x Passenger Car | 1 x Power clip |
| 14 x Curved track R2 422 mm (16.6 in.) | 1 x Speed control |
| 9 x Straight track 231 mm (9.1 in.) | 1 x Power Supply 5.4 VA |
| 3 x Straight track 239 mm (9.4 in.) | 1 x Portable Rerailer |
| 1 x Curved switch, left | |

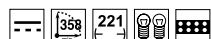


Floor space: around

182 cm x 95 cm (6 ft. x 3.2 ft.)

Minimum floor space assembly:

192 cm x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 1013 mm (3.3 ft)



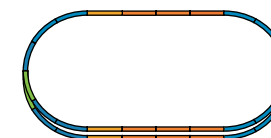
59010

SNCF BR 67000 Passenger Starter Set

The diesel locomotive BB 67000 of the SNCF hauls this fast train with the modern corail cars. The large track diagram with two curved switches and the parallel track offers various playing possibilities.

The set includes:

- | | |
|--|--------------------------|
| 1 x Diesel locomotive BB 67000 SNCF | 1 x Curved switch, left |
| 2 x Passenger Car Corail SNCF | 1 x Curved switch, right |
| 14 x Curved track R2 422 mm (16.6 in.) | 1 x Power clip |
| 9 x Straight track 231 mm (9.1 in.) | 1 x Speed control |
| 3 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Rerailer |

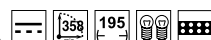


Floor space: around

182 cm x 95 cm (6 ft. x 3.2 ft.)

Minimum floor space assembly:

192 cm x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 775 mm (2.5 ft)

FREIGHT TRAIN STARTER SETS

PIKO

57151

Diesel Freight Starter Set

The diesel locomotive, which is being used by the Deutsche Bahn to date, transports, in several freight cars, the freight to its destination. A branch track allows shunting and parking of some freight cars.

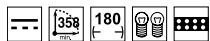
The set includes:

- 1 x Diesel locomotive BR 218
- 3 x Freight Car
- 12 x Curved track R2 422 mm (16.6 in.)
- 7 x Straight track 231 mm (9.1 in.)
- 1 x Straight track 239 mm (9.4 in.)

- 1 x Power clip
- 1 x Right hand switch
- 1 x Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 558 mm (1.8 ft)



59111

Starter Set 77 NMBS w 3 Container Cars

The set includes:

- 1 x Diesel locomotive 77 NMBS
- 3 x Container cars
- 12 x Curved track R2 422 mm (16.6 in.)
- 7 x Straight track 231 mm (9.1 in.)
- 1 x Straight track 239 mm (9.4 in.)

- 1 x Power clip
- 1 x Right hand switch
- 1 x Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



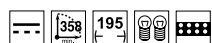
Length of train: 651 mm (2.1 ft)

96995 BB 67000 SZD Freight Starter Set

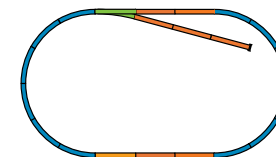
The use of this freight train enables great entertainment. Due to the switch with siding, it is possible to shunt and park the car.

The Set includes:

- | | |
|---|-----------------------------------|
| 1 x Diesel Locomotive BB 67000 SZD | 1 x 55221 Switch, right |
| 3 x Freight Car | 1 x 55270 Power clip |
| 12 x 55212 Curved track R2 422 mm (16.6 in) | 1 x 55280 Bumper |
| 7 x 55201 Straight track 231 mm (9.1 in) | 1 x Speed control |
| 1 x 55200 Straight track 239 mm (9.4 in) | 1 x Power supply (Adapter 5,4 VA) |



Length of train: 685 mm (2.2 ft.)

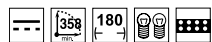


Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)

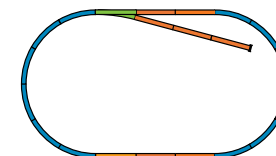
57153 Fire Train Starter Set

The set includes:

- | | |
|--|-------------------------------------|
| 1 x Diesel locomotive BR 218 | 1 x Straight track 239 mm (9.4 in.) |
| 1 x Tank car | 1 x Power clip |
| 1 x Flatcar w fire engine | 1 x Switch right |
| 1 x Passenger car | 1 x Buffer stop |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Speed control |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Power Supply 5,4 VA |
| | 1 x Portable Rerailer |



Length of train: 574 mm (1.9 ft.)



Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)

FREIGHT TRAIN STARTER SETS

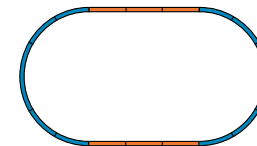
PIKO

57136

Starter Set BR 119 w 3 High Side Gondolas Eal

The set includes:

1 x Diesel Loco BR 119	1 x Power Clip
3 x High Side Gondola Eal5918	1 x Throttle
12 x Curved Track R2 422 mm (16.6 in.)	1 x Power Supply 5.4 VA
6 x Straight track 231 mm (9.1 in.)	1 x Portable Railer



Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 695 mm (2.3 ft)

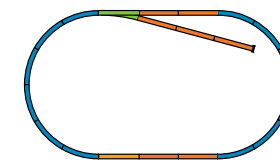


59110

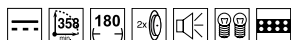
SBB G1700 Sersa Freight Starter Set

The set includes:

1 x Diesel locomotive Am843 SBB	1 x Power clip
4 x Freight Car	1 x Right hand switch
12 x Curved track R2 422 mm (16.6 in.)	1 x Buffer stop
7 x Straight track 231 mm (9.1 in.)	1 x Speed control
1 x Straight track 239 mm (9.4 in.)	1 x Power Supply 5.4 VA
	1 x Portable Railer



Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 811 mm (2.7 ft)

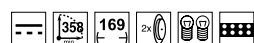
57162 SNCF BB63000 Freight Starter Set

The powerful universal diesel locomotive BB 63000 of the French railway company SNCF hauls this impressive freight train with four cars. The large track oval with the manual point, siding and buffer offers great entertainment to old and young fans.

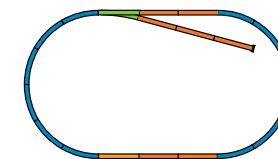
The set includes:

- 1 x Diesel locomotive BB 63000
- 4 x Freight cars
- 12 x Curved track R2 422 mm (16.6 in.)
- 7 x Straight track 231 mm (9.1 in.)
- 1 x Straight track 239 mm (9.4 in.)

- 1 x Power clip
- 1 x Right hand switch
- 1 x Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Length of train: 637 mm (2.1 ft)



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

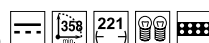
57170 ÖBB Taurus Freight Starter Set

With large track oval and siding, this set offers with a modern electric locomotive and connected freight cars great fun when loading and unloading as well as shunting. The flat car is loaded with a truck; the open freight car can be loaded with other goods. The final part is a biaxial tank car.

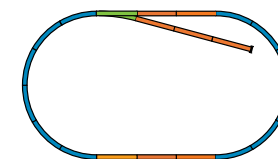
The set includes:

- 1 x Electric locomotive Taurus
- 1 x Flat car loaded with truck
- 1 x Gondola
- 1 x 2-axle tank car
- 12 x Curved track R2 422 mm (16.6 in.)
- 7 x Straight track 231 mm (9.1 in.)

- 1 x Straight track 239 mm (9.4 in.)
- 1 x Power clip
- 1 x Switch right
- 1 x Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Length of train: 711 mm (2.4 ft)



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

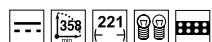
FREIGHT TRAIN STARTER SETS

PIKO

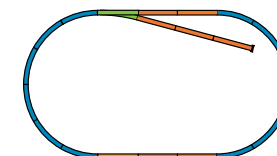
96948 ÖBB Hercules Freight Starter Set

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel locomotive Herkules ÖBB | 1 x Power clip |
| 3 x Freight car | 1 x Right hand switch |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Buffer stop |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Speed control |
| 1 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Rerailer |



Length of train: 638 mm (2.0 ft)



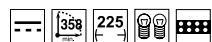
Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

57182 FS Container Freight Starter Set

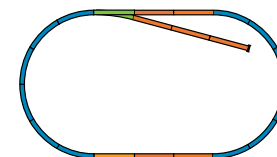
The prototype of this container train runs from Italy over the Brenner Pass to the German metropolitan areas. This train also performs well in the living room at home. The powerful electric locomotive BR 189 as well as 3 container cars add colour to the model railway. The locomotive model comes with directional lighting and a digital interface.

The set includes:

- | | |
|--|-------------------------|
| 1 x Electric locomotive BR 189 | 1 x Power clip |
| 3 x Container Cars | 1 x Right hand switch |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Buffer stop |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Speed control |
| 1 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Rerailer |

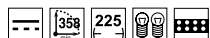


Length of train: 696 mm (2.3 ft)



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

97908
Starter Set NS BR 189 w
3 Flat Cars

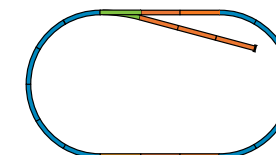


Length of train: 696 mm (2.3 ft)

The set includes:

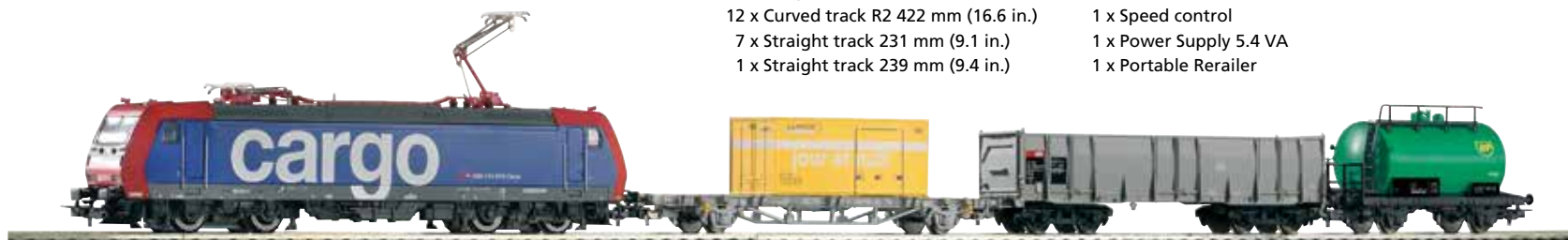
1 x E-Loco BR 189 Railion
3 x Flat Car w containers
12 x Curved track R2 422 mm (16.6 in.)
7 x Straight track 231 mm (9.1 in.)
1 x Straight track 239 mm (9.4 in.)

1 x Power Clip
1 x Right hand switch
1 x Buffer stop
1 x Throttle
1 x Power Supply 5.4 VA
1 x Portable Rerailer



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

57187
SBB Freight Starter Set

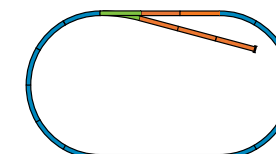


Length of train: 634 mm (2.0 ft)

The set includes:

1 x E- locomotive BR 185 SBB
3 x Freight Car SBB
12 x Curved track R2 422 mm (16.6 in.)
7 x Straight track 231 mm (9.1 in.)
1 x Straight track 239 mm (9.4 in.)

1 x Power clip
1 x Right hand switch
1 x Buffer stop
1 x Speed control
1 x Power Supply 5.4 VA
1 x Portable Rerailer



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



55289 Portable Rerailer

Makes placing locomotives and railway cars on the tracks easier.
The Portable Rerailer is included in the starter sets.

FREIGHT TRAIN STARTER SETS

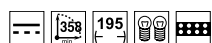
PIKO

96950 SNCF Diesel Freight Starter Set

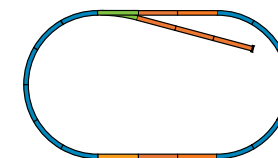
The set includes:

- 1 x Diesel locomotive BB 67400
- 4 x Freight Car SNCF
- 12 x Curved track R2 422 mm (16.6 in.)
- 7 x Straight track 231 mm (9.1 in.)
- 1 x Straight track 239 mm (9.4 in.)

- 1 x Power clip
- 1 x Right hand switch
- 1 x Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Railer



Length of train: 640 mm (2.0 ft)



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

57120 G7 Steam Freight Starter Set

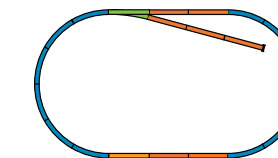
The set includes:

- 1 x Steam locomotive G7
- 5 x Freight cars
- 12 x Curved track R2 422 mm (16.6 in.)
- 7 x Straight track 231 mm (9.1 in.)
- 1 x Straight track 239 mm (9.4 in.)

- 1 x Power clip
- 1 x Right hand switch
- 1 x Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Railer



Length of train: 745 mm (2.5 ft)



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

The locomotive is fitted with a digital interface and directional lighting.
It can be retrofitted with a steam generator and a sound module (cf. p. 363 / 368)

NEW
2016

97910
Starter Set Steam Locomotive and
2 Passenger Cars



The set includes:

- 1 x Steam loco w tender
- 2 x Coaches
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



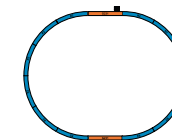
Length of train: 502 mm (1.7 ft)

The Passenger Train Starter Set contains a steam engine with tender and two PKP passenger cars for light branch line duty.

for all sets on this page:

Floor space: around
110 cm x 88 cm (3.6 ft. x 2.9 ft.)

Minimum floor space assembly:
120 cm x 98 cm (3.9 ft. x 3.2 ft.)



57110
Steam Passenger Starter Set

The set includes:

- 1 x Steam loco w tender
- 2 x Coaches
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



Length of train: 502 mm (1.7 ft)

With the passenger train starter Set the fun of playing with PIKO models begins right away. The passengers can travel by train from station to station.

57145
Circus Starter Set

The set includes:

- 1 x Steam loco with tender
- 3 x Freight car
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



Length of train: 515 mm (1.7 ft)

The circus train with its steam engine and tender transports the circus to the next town. The gondola can be loaded with small animals or it can carry other things.

FREIGHT TRAIN STARTER SETS

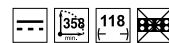
PIKO

57140

Western Starter Set

The set includes:

- 1 x Steam loco with tender
- 1 x Freight Car
- 1 x Flat Car
- 1 x Coach
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



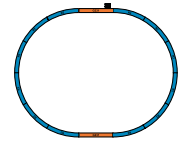
Length of train:
473 mm (1.6 ft)

The steam locomotive and cars are painted like the trains in the Western USA. It was typical of these trains that a passenger coach was included next to the freight cars. The low-sided flat car is particularly suitable for loading and unloading activities.

for all sets on this page:

Floor space: around
110 cm x 88 cm (3.6 ft. x 2.9 ft.)

Minimum floor space assembly:
120 cm x 98 cm (3.9 ft. x 3.2 ft.)

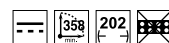


57080

Christmas Starter Set - Steam Locomotive and Tender

The set includes:

- 1 x Steam loco w tender
- 3 x Coaches
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



Length of train:
551 mm (1.8 ft)

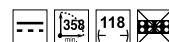
Steam locomotive and rail cars are printed in a Christmas design. Fun with PIKO model trains begins with this train.

57111

Steam Freight Starter Set

The set includes:

- 1 x Steam loco with tender
- 1 x Freight car
- 1 x Flat Car w truck
- 1 x 2-Axle Tank Car
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



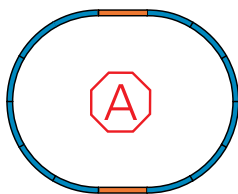
Length of train:
457 mm (1.5 ft)

The freight train starter Set is the beginning of a world of fun playing with PIKO model railways. Here the new engine driver can win his first spurs on a small circular track and can practise loading and unloading as often as he or she likes.

TRACK SETS – FOR ADVANCED MODELLERS

The PIKO A-Track sets have been designed to allow both beginners and experienced modellers using the PIKO A-Track system for the first time to build up a basic stock of tracks at a reasonable price. The uncomplicated, clear design of the PIKO A-Track allows for continuous expansion of existing track designs in easy steps. The sets contain the pieces in the pictures shown in the stronger colours, which conform throughout to the PIKO A-Track system colour coding.

The switches included in all track and starter sets may be converted at any time to electric switches by installing a suitable switch machine.



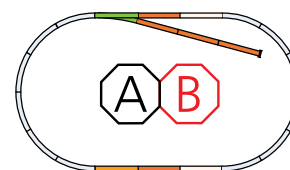
55300 Track Set A

All the PIKO starter sets include the contents of track set A. This set is offered separately to make it easy for modellers to begin using the PIKO A-Track system with their existing engines and rolling stock.

Contents: 2 x 55201 G231 (straight track 231 mm), 12 x 55212 R2 (the curved track R2 422 mm), 1 x 55270 power clip

Floor area* A: 110 x 88 cm (43.3" x 34.7")

Minimum area for assembly: 120 x 98 cm (47.2" x 38.6")



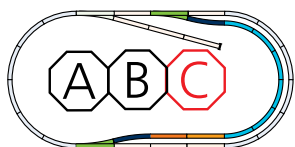
55310 Track Set B

An oval is the start of most track layouts. A switch and a siding provide additional interest, making it possible to switch cars, which is even more fun.

Contents: 1 x 55221 WR (right hand switch), 1 x 55200 G239 (straight track 239 mm) 5 x 55201 G231 (straight track 231 mm), 1 x 55280 buffer stop

Floor area* A + B: 158 x 88 cm (62.2" x 34.7")

Minimum area for assembly: 168 x 98 cm (66.2" x 38.6")



55320 Track Set C "The Station Set"

If the combination of sets A and B is extended by track set C, it's possible to incorporate a station and operate two trains. This makes a really nice layout that may also be equipped with PIKO's hobby buildings.

Contents: 1 x 55200 G239 (straight track 239 mm), 1 x 55201 G231 (straight track 231 mm), 1 x 55220 WL (left hand switch), 1 x 55221 WR (right hand switch), 6 x 55211 R1 (curved track R1 360 mm), 2 x 55219 R9 (curved track R9 908 mm)

Floor area* A + B + C: 182 x 88 cm (71.7" x 34.7")

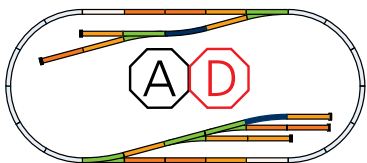
Minimum area for assembly: 192 x 88 cm (75.6" x 38.6")

Other Track Layouts

Thanks to the simple design using a module length of 470 mm (18.5") (1x G231 + 1x G239), much more complicated layouts can be built by adding extra curved tracks or switches.

The railway modeller has unlimited scope for creativity. Further opportunities for extending the track will be provided by the double slip switch, the crossings, Y and three way switches.

* The suggested floor area is always rounded up.



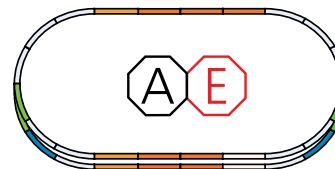
55330 Track Set D "The Freight Station"

If track set D is added to the basic track set A, an interesting freight yard can be constructed. A number of sidings provide room for parking rolling stock that can be collected at different times by the locomotive. Thus combining these sets provides plenty of scope for playing.

Contents: 9 x 55200 G239 (straight track 239 mm), 7 x 55201 G231 (straight track 231 mm), 2 x 55219 R9 (curved track R9 908 mm), 3 x 55220 WL (left hand switch), 2 x 55221 WR (right hand switch), 5 x 55280 buffer stop

Floor area* A + D: 205 x 88 cm (80.7" x 34.7")

Minimum area for assembly: 215 x 98 cm (84.7" x 38.6")



55340 Track Set E "Parallel Set"

If track set E is added to the basic track set A, an interesting layout can be made with a by-pass track for parallelly running trains.

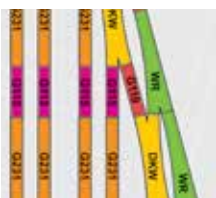
This is especially interesting for trains with lots of cars. Two trains can pass each other in front of a passenger station. The track set E offers a great variety of laying out tracks in combination with the track sets A to D.

Contents: 3 x 55200 G239 (straight track 239 mm), 7 x 55201 G231 (straight track 231 mm), 2 x 55212 R2 (curved track R2 422 mm), 1 x 55222 BWL (curved left hand switch), 1 x 55223 BWR (curved right hand switch)

Floor area* A + E: 182 x 95 cm (71.7" x 37.4")

Minimum area for assembly: 192 x 105 cm (75.6" x 41.3")

* The suggested floor area is always rounded up.



Inspiration



analogue and digital



Tips and tricks

99853 PIKO HO A-Track Layout Book, German

Over 130 pages with suggestions and instructions to build tracks and equipment, described and illustrated comprehensively.





From freight train to ICE
PIKO myTrain® provides the ideal
start to model railroading
> see page 42

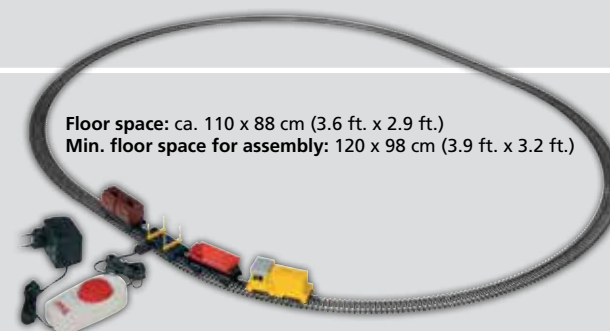
Unpack, setup, play – Fun for the youngest.

- > Model trains for kids three years and older
- > Sets can be extended
- > PIKO myTrain® models are compatible with the entire PIKO HO product line



All PIKO myTrain® Starter Sets contain:

- a locomotive and cars or a multiple unit train
- a big track oval (12 x 55212 Curved Track R2 422 mm, 2 x 55201 Straight Track 231 mm, 1 x 55270 Power-Clip)
- a throttle
- a power supply (5.4 VA)



Floor space: ca. 110 x 88 cm (3.6 ft. x 2.9 ft.)
Min. floor space for assembly: 120 x 98 cm (3.9 ft. x 3.2 ft.)



More models.
There are new locomotives and cars that can be added to the starter sets.

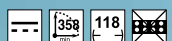
PIKO
myTrain®



57092

PIKO myTrain® Freight Starter Set w Steam Loco

The freight cars are ideal for loading and unloading.
A lot of fun for the little engineer.



Length of train: 354 mm (1.2 ft)



57091

PIKO myTrain® Passenger Starter Set w Steam Loco

Passengers can travel by train from station to station.



Length of train: 502 mm (1.7 ft)



57090

PIKO myTrain® Freight Train

With the Freight Train Starter Set the fun of playing with PIKO model trains begins. Cars can be loaded and unloaded.



Length of train: 430 mm (1.4 ft)

PIKO myTrain® STARTER SETS FOR KIDS

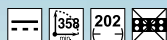
PIKO



57093

PIKO myTrain® Christmas Starter Set w Steam Loco

The locomotive and the cars are decorated in a colorful Christmas theme. The gondola is ideal for loading and unloading.



Length of train: 422 mm (1.4 ft)

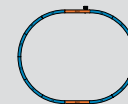


Common to all sets:

Floor space: ca. 110 x 88 cm
(3.6 ft. x 2.9 ft.)

Min. floor space for assembly:
120 x 98 cm (3.9 ft. x 3.2 ft.)

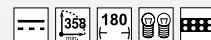
All cars are equipped with high quality plastic wheels power supply and separate throttle provide unlimited fun running trains, which is not interrupted by drained batteries.



57095

PIKO myTrain® IC Passenger Starter Set - BR 218

The DB AG uses IC trains and ICE's to form a network of city-to-city connections within Germany. The locomotive is equipped with white / red directional lighting.



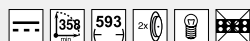
Length of train: 708 mm (2.3 ft)



57094

PIKO myTrain® Inter City Express (3-part)

The fast ICE travels in minimal time from one city to the next. The ICE is equipped with headlights on one end.



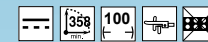
Length of train: 593 mm (2.0 ft)



All sets can be extended and combined with other articles from the comprehensive PIKO H0 product line.


57013
PIKO myTrain® Diesel Locomotive

Locomotive for pulling short passenger trains and freight trains.


57014
PIKO myTrain® E69 Electric Switcher

The shunting locomotive assembles the trains at the railway station and is a must on every model railroad system.

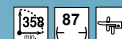




57022

PIKO myTrain® Flat Car

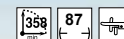
With regard to modern freight traffic, many goods are transported in containers. The container can be removed from the chassis.



57023

PIKO myTrain® Tank Car

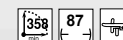
Using this car, petrol and oil are transported to many different places. The tank can be removed from the chassis.



57024

PIKO myTrain® Silo Car

Powder like dry goods such as coal dust or flour are transported in this car. The silos can be removed from the chassis.





The brilliant track concept covering everything from starter layouts to complex track plans

- > Clear, simple geometry
- > Realistic appearance
- > Rust-free with high electric conductivity



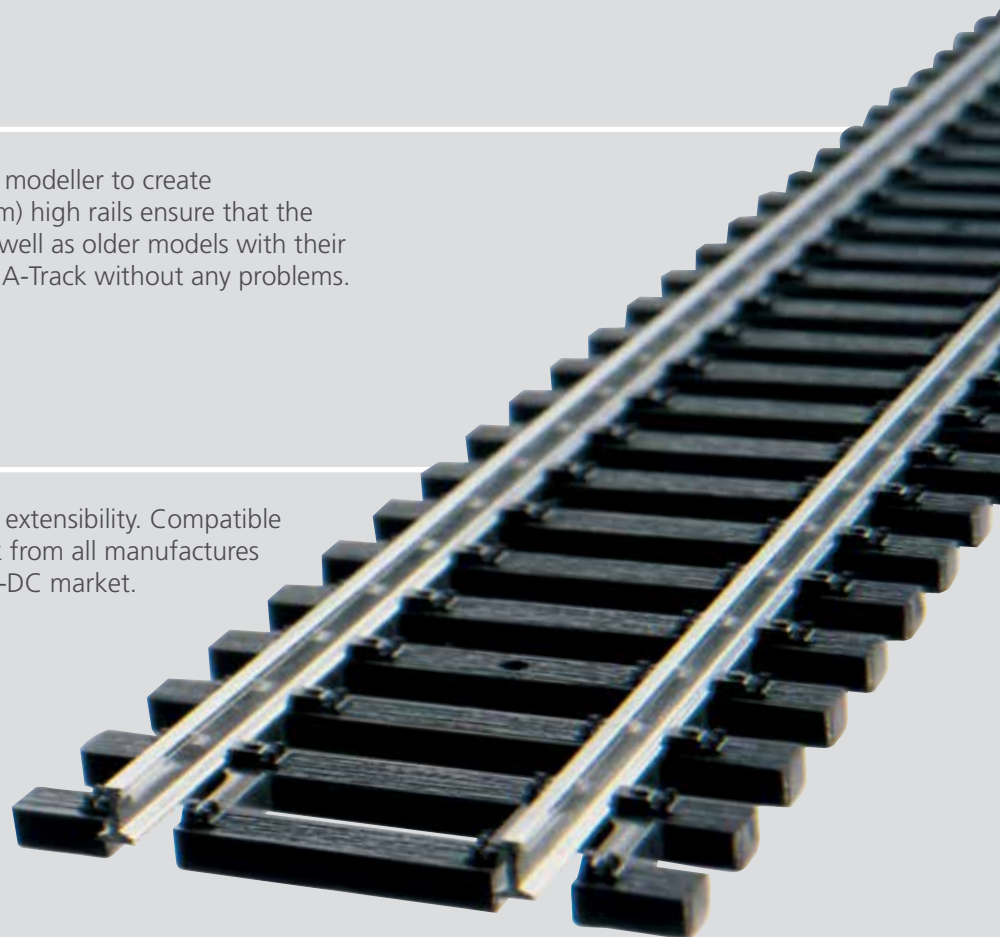
The slender rail profile allow the modeller to create elegant layouts. The 0.1" (2.5 mm) high rails ensure that the newest locomotives and cars as well as older models with their higher flanges can use the PIKO A-Track without any problems.



Unlimited extensibility. Compatible with track from all manufactures in the HO-DC market.



PIKO A-Track



THE SECRET IS THE SYSTEM: PIKO A-TRACK

The 18.5" (470 mm) Module - The Starting Point

The basis of the track design is the **18.5"** by **2.44"** (470 mm by 61.88 mm) unit. These dimensions are not a coincidence; they are the result of intensive studies carried out with the help of high quality CAD programs to meet the requirements of both amateurs and model train enthusiasts.

With this system almost any track design can be constructed with no need for extra shorter pieces: elegant turnouts, straight or curved, various crossovers from one parallel track to the other, and the opportunity to add accessories such as platforms, etc.

This simple system makes complicated design charts superfluous. The layouts can be sketched on a sheet of ordinary squared paper to establish which particular pieces are required.

The Track Design

The outstanding feature of the PIKO A-Track is the small number of different pieces. The modeller doesn't have to install additional pieces at either switches or crossings, which when used nearly always lead to uneven running.

The **18.5"** (470 mm) module is divided into two straight tracks of **9.09"** (231 mm) and **9.41"** (239 mm). This is the reason why you can have two parallel tracks with two turnouts with no need for additional pieces.

The Track

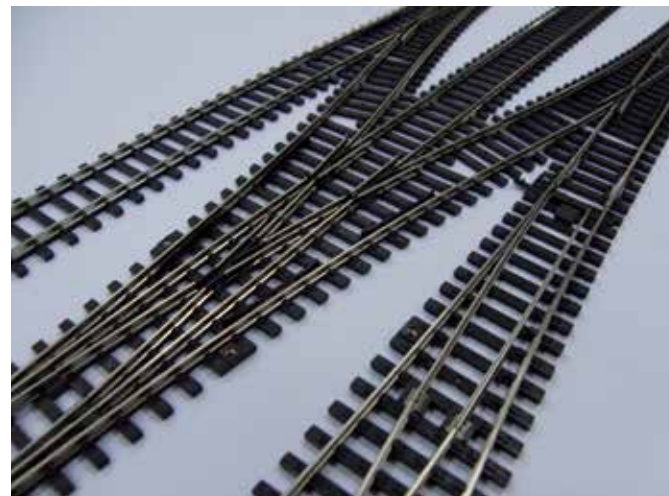
The PIKO A-Track is made from a high quality nickel silver alloy and has good electrical conductivity even on long sections of track. Rail joiners ensure constant power, and guarantee good electrical conductivity at the joints in the rails.

The sleepers are made of high quality ABS material, characterised by its high impact resistance, noise reduction, and a resistance to cracking under stress.

As in the prototype, the surface of the sleepers is made to look like wood and the spacing between sleepers is to scale. This makes it look realistic without being overcrowded.

The Track Identification

The PIKO A-Track has both an article number and a second reference that identifies its type and size, for example 55201 and G231. G signifies straight and 231 is the length in mm. This second identification is used in the track diagrams. In addition to this, each type of track has its own color, which is also used in the brochures, catalogs and on the boxes. All this makes it easy to recognise which piece of track is needed.



The basic dimensions of **18.5"** (470 mm) to **2.44"** (61.88 mm) for the PIKO A-Track design are the result of intensive studies carried out using high quality CAD programs.

Straight Track

The PIKO A-Track normally requires only two straight tracks: G239 and G231. Joined together they form the **18.5"** (470 mm) module. Other straight tracks such as G115 and G119 can be used at will but are only necessary when constructing complex layouts.

The straight track G107 is only needed as a parallel track for 30° crossings.

For curved switches leading from radius R3 (**19.05"**, 483.8 mm) to R4 (**21.48"**, 545.6 mm) you need the straight track G62, which corresponds precisely in length to the distance between the two curves of **2.44"** (61.88 mm).

Flexible Track

Sometimes modellers want to create a track layout in a particularly attractive landscape which does not conform to a simple geometric layout. Here the flexible **37"** (940 mm) PIKO A-Track comes into its own. Its length is equal to two **18.5"** (470 mm) modules.

The flexible track G940 can be bent to a much smaller radius than R1 (**14.17"**, 360 mm). A radius of less than 358 mm (14.09") may lead to the derailling of larger locomotives and rolling stock. If a modeller wishes to set a radius smaller than **14.09"** (358 mm) it is advisable to test the train beforehand.

The Basic Radius

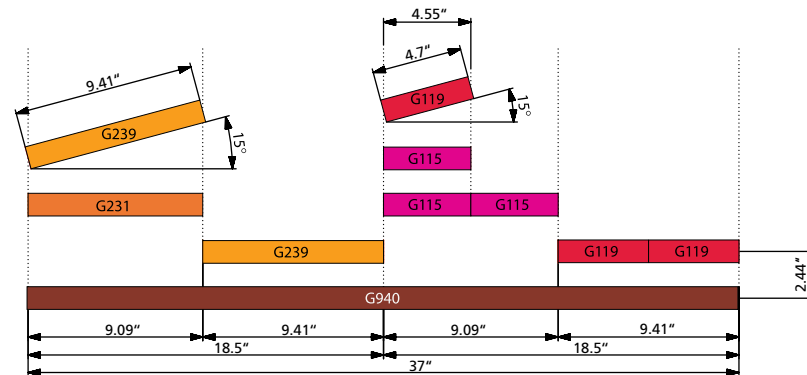
4 different radii with a parallel spacing of **2.44"** (61.88 mm) are available:

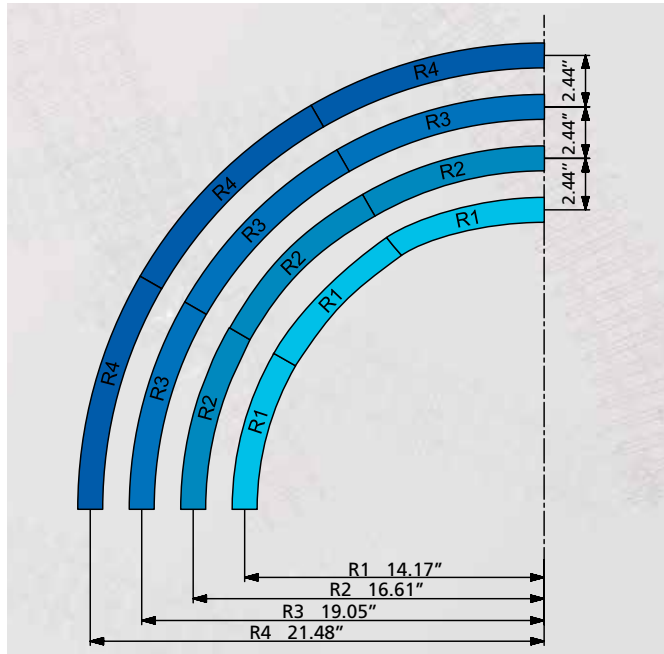
- R1 curved track 30°, r = **14.17"** (360 mm)
- R2 curved track 30°, r = **16.61"** (421.9 mm)
- R3 curved track 30°, r = **19.05"** (483.8 mm)
- R4 curved track 30°, r = **21.48"** (545.6 mm)

To assemble a complete circle, 12 pieces of these curved tracks are needed. The distance between tracks of **2.44"** (61.88 mm) ensures that passenger coaches such as PIKO's long double deck wagons will pass without touching on R1 and R2 radii.

The PIKO A-Track System offers the following straight tracks:

- G239** Straight track, **9.41"** (239.07 mm), in conjunction with the G231 it makes up the module length of **18.5"** (470 mm).
- G231** Straight track, **9.09"** (230.93 mm), in conjunction with the G239 it makes up the module length of **18.5"** (470 mm).
- G119** Straight track, **4.71"** (119.54 mm), 2 x G119 make up the length of the straight track G239.
- G115** Straight track, **4.55"** (115.46 mm), 2 x G115 make up the length of the straight track G231.
- G107** Straight track, **4.23"** (107.32 mm), parallel track for the 30° crossing K30
- G62** Straight track, **2.44"** (61.88 mm), Adaptor track from R3 and R4
- G940** Flexible track, **37"** (940 mm), equals 2 x the module length of **18.5"** (470 mm)





Curved Track for Switches

To get from a switch to a parallel track while keeping the distance of **2.44"** (61.88 mm), R 9 curved track is required:

R 9 curved track 15°, $r = 35.75"$ (907.97 mm)

This curved track of 15° matches the 15° that is used in the turnouts.

Switches

All PIKO A-Track switches may be used manually or converted to electrical operation by installing a switch motor.

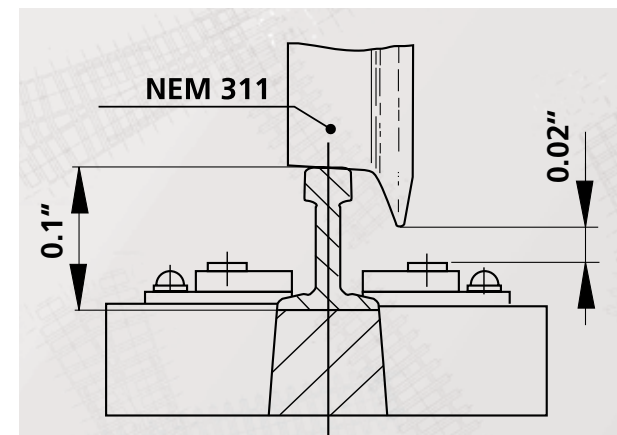
As a train passes over manually operated turnouts, they are immediately switched to the train's direction of travel; hence no additional equipment is needed for manual switches.

In the case of electrically operated switches there is a switching function that returns the switch blades to their original position after they were moved during the train's crossing. The switch rails are made so that whichever direction they are set, the rails match with the main track's profile.

All the switches are 15°, being based on a **35.75"** (908 mm) switch radius. Such a large radius makes it easy to integrate the switch in track plans. The size of the parallel tracks spacing is dictated by the turnout: **2.44"** (61.88 mm).

The frog, an important element for the authentic appearance of a model turnout, is composed of various track profiles (as in the real pattern). The flange's motion in the frog is designed in such a way as to enable the locomotive and rolling stock smooth passage through the turnouts. The frogs are placed in such a way as to make the non-conductive area shorter than **0.98"** (25 mm).

As a result even locomotives with a small wheelbase will have almost no loss of electric power. PIKO's KÖ I is a good example of this. Polarization of the frogs is therefore unnecessary. ("Polarization" is the change in polarity of the frog depending on the selected direction of the switch and responds to the polarity of the track on either side. The weakness of this is shown when the switch is opened up by a train passing over it. This creates a short circuit because the wrong polarity is present.)



The scale-built rail profiles **0.1"** (2.5 mm) in height ensure the passage of vehicles with conventional wheelsets made by different manufacturers.

Switch Machines

Manual switches are ready to use and do not need additional items to work.

All manually powered switches can be converted to electrical operation by installing a switch machine (# 55271). The motorised switch has an automatic switching function, which means that after the passing of the train, the switch is moved back to its original position. Electric switches can also be operated manually.

The switch machine is attached to the switch by special connections. Owing to its narrow shape it can also be fitted onto switches that are very close together. If the track design does not leave enough space, as in a junction on the curve passing from radius R3 to R2, the motor may be installed underneath. For this an underfloor installation kit is required (# 55273).

The switches may be operated by other manufacturers' below the baseboard motors, as there is an appropriate hole in the tie, at which the switch direction is set.

Wheels and Track

The solid rail is made out of nickel silver, is non-corrosive and characterised by high electrical conductivity.

The PIKO rails are 0.1" (2.5 mm) high (code 100), and therefore correspond to the NEM norm 120. This means you can use the PIKO track for almost all stock with traditional wheel profiles made by other producers.

The small metal parts, which in the prototype hold the rails onto the sleepers, are accurately reproduced so that all standard wheel types can travel freely over all the pieces of the PIKO A-Track without rattling.

Laying the track

Thanks to the high quality rail joiners made of spring steel, the PIKO A-Track can be used on every type of surface, including a short pile house carpet.

However in order to prolong the life of your model railway, we recommend fixing the tracks to a wooden baseboard with PIKO track screws (# 55298). This will stop the track being moved by centrifugal force when running fast or heavy trains. Each track piece is made with the holes required for the unobtrusive screws.

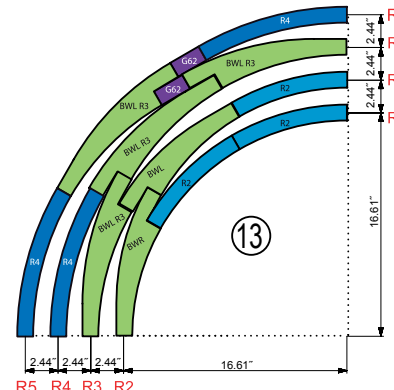
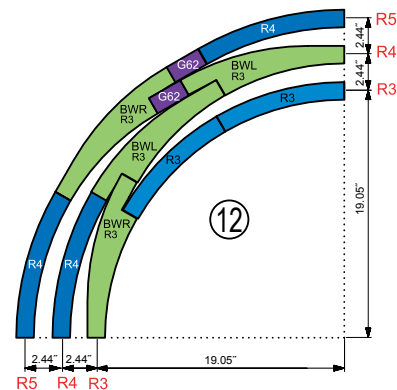
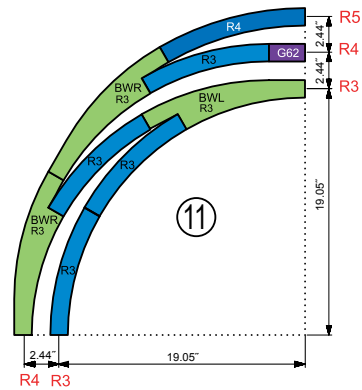
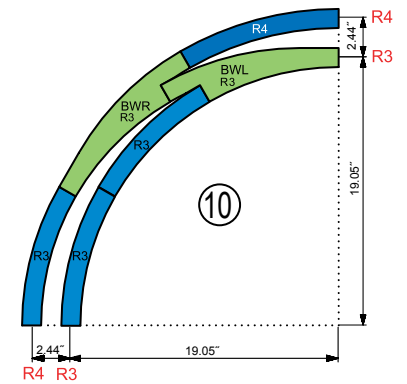
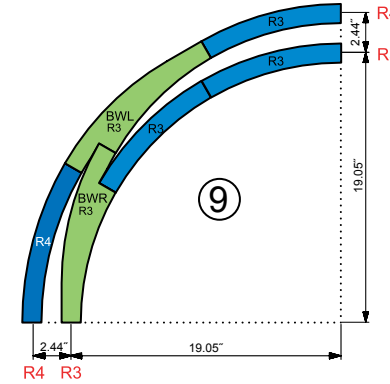
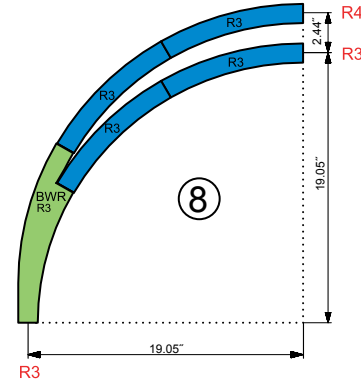
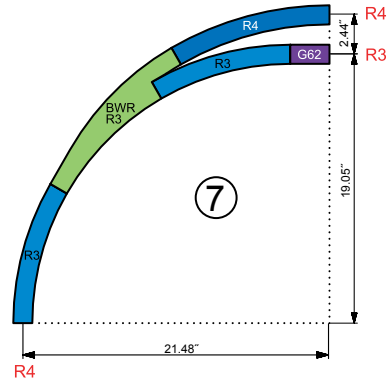
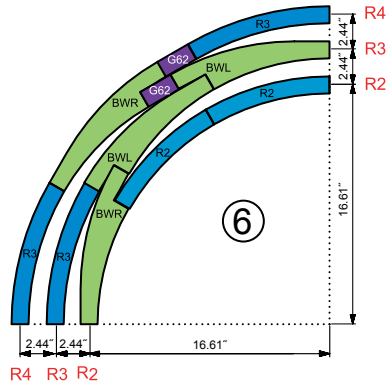
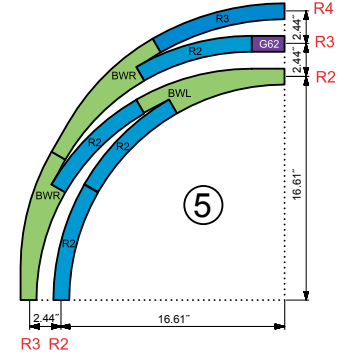
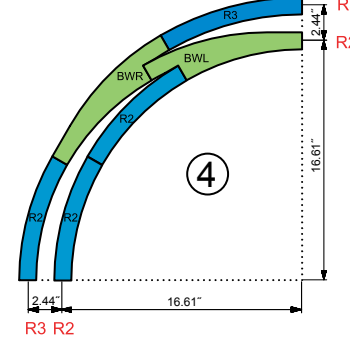
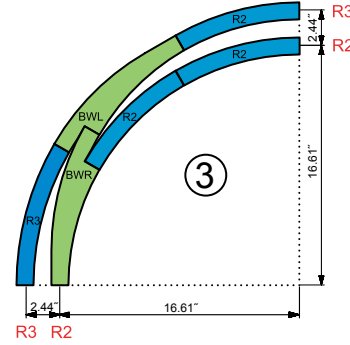
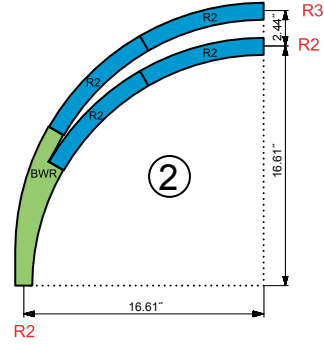
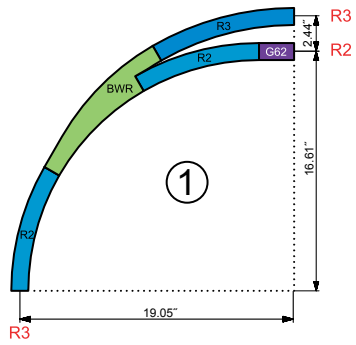
Power Connection

The easiest way of providing the PIKO A-Track with an electrical connection is by using the power connector (# 55270). It can be fitted to each straight track G231 (and no other pieces). The wires supplied with the control unit can then be used to connect to the power supply.

The easiest way of providing the PIKO A-Track with an electrical connection is by using the power connector (# 55270). It can be fitted to each straight track G231 (and no other pieces). The wires supplied with the control unit can then be used to connect to the power supply.



FROM ONE TRACK TO THE NEXT...



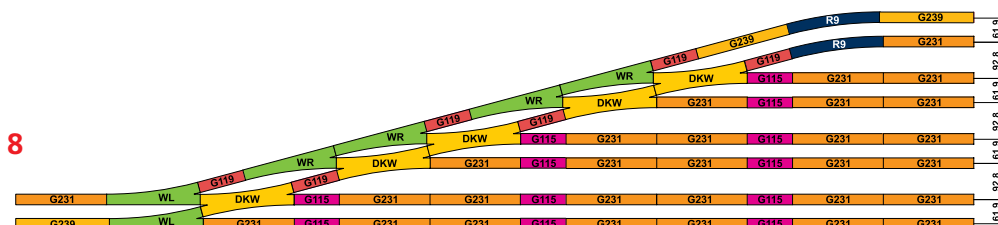
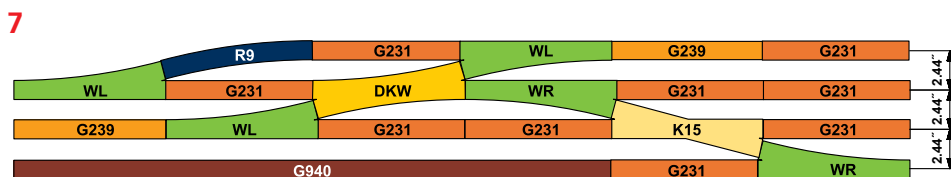
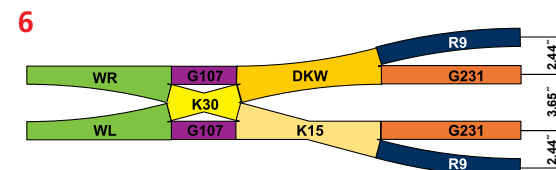
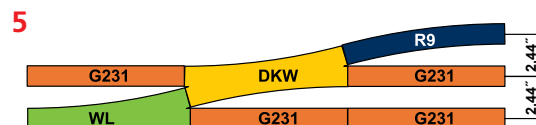
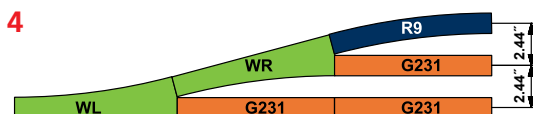
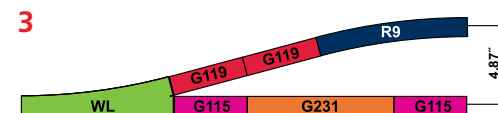
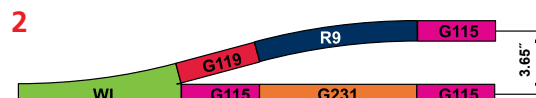
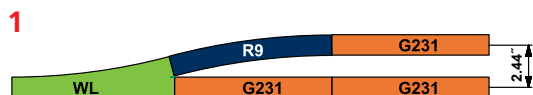
R5: There are no curved tracks for the radius R5.

Geometric Examples for Curved Track:

- 1 Transition from radius R3 to R2 and R3
- 2 Transition from radius R2 to R2 and R3
- 3 Transition from the parallel radius R2 to R2 and R3
- 4 Transition from the parallel radius R3 to R2 and R3
- 5 Transition from the parallel radius R3 to R2, R3 and R4
- 6 Transition from the parallel radiuses R4 to R3 and R4 and from R2 to R2 and R3
- 7 Transition from radius R4 to R3 and R4
- 8 Transition from radius R3 to R3 and R4
- 9 Transition from the parallel radius R3 to R3 and R4

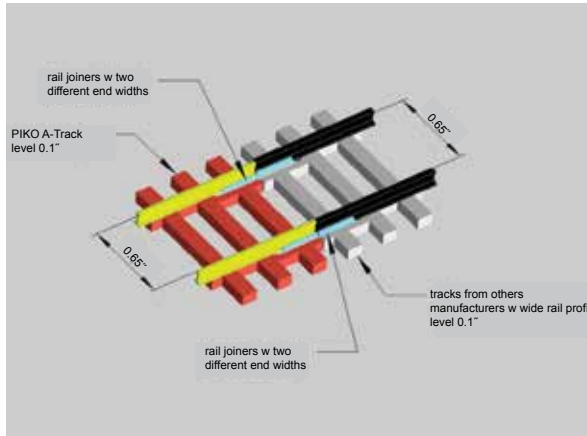
- 10 Transition from the parallel radius R4 to R3 and R4
- 11 Transition from the parallel radiuses R4 to R3, R4 and R5
- 12 Transition from the parallel radiuses R5 to R4 and R5 and from R3 to R3 and R4
- 13 Transition from the parallel radiuses R5 to R4 and R5, and from R3 to R3 and R4 and from R2 to R2 and R3

Note: Crossing over to a radius R1 curve using these curved switches is not possible because our curved switches have a basic radius of 16.61" (421.9 mm) (= R2). To cross over to the radius R1 curve we would have had to choose a basic radius of 14.17" (360 mm) (= R1) for our turnouts. Since for technical reasons not every locomotive can run through this radius, this would not have been acceptable.



Geometric Examples:

- 1 Transition from one track to parallel tracks
- 2 Transition from one track to parallel tracks with "platform" spacing (near)
- 3 Transition from one track to parallel tracks with double spacing
- 4 Transition from one track to three parallel tracks
- 5 Transition from a parallel track to three parallel tracks
- 6 Transition from a parallel track with "platform" spacing (near) to two parallel tracks and one parallel track with "platform" spacing (near)
- 7 A complex layout with parallel tracks and crossings
- 8 Transition from a parallel track into a station layout with alternate parallel tracks and a parallel tracks with "platform" spacing (near)



Rail Joiners

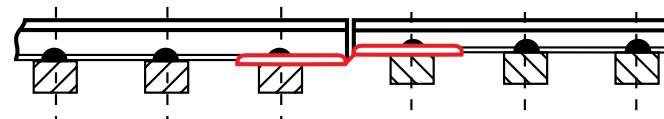
All the rail joiners are made of non-corrosive spring steel and not only guarantee a long life and good contacts, but simultaneously ensure a constant current in the track. For special purposes rail joiners with wires attached are used (# 55292). In order to separate parts of the tracks electrically, insulated rail joiners must be used (# 55291). These simply replace the existing rail joiners.

In order to ensure smooth passage between the PIKO A-Track and the very old PIKO U-Profile track produced up to the year 1990, the transition track GUE62 H (# 55207) should be used. It is the same size as the straight track G62, but has a shaped profile at one end that fits perfectly into the hollow profile of the old PIKO U-Profile track. This makes it easy to set up permanent electrical connections to older PIKO layouts.

Easy connection to other manufacturers' tracks (see also the description of the adaptor track GUE62-U) is possible if they offer **0.1"** (2.5 mm) rail profiles and rails with no permanently attached track beds or ballast. In such a case combining the PIKO A-Track with other manufacturers' track profiles is achieved by using the PIKO A-Track rail joiners with two different end widths (# 55293). These are indispensable, as most manufacturers offer much wider rail profiles.

The adaptor track GUE62-U (# 55208) is the same length as straight track G32 and may be used instead of rail joiners # 55293. This adaptor track already has the rail joiners attached with the different end widths, which you need to connect to other manufacturers' tracks.

For tracks with permanently attached track beds or ballast, the manufacturers normally offer their own adaptor pieces, which ensure an almost entirely smooth connection to the **0.1"** (2.5 mm) PIKO A-Track corresponding to the NEM 120 norm. Because of the differences in the rail profile width, PIKO rail joiners with two different end widths (# 55293), or the adaptor track GUE-62U should be additionally installed.



For joining the PIKO A-Track to other manufacturers' track of **0.08"** (2.1 mm) height, rail joiners offsetting the difference of levels between the profiles should be used. In these cases, rail joiners (# 55294) should be used instead of the joiners fitted as standard to make this connection.

G940 Flexible track, 37" (940 mm)
G239 Straight track, 9.41" (239 mm)
G231 Straight track, 9.09" (231 mm)
G119 Straight track, 4.71" (119 mm),
 2 x G119 make up the length of the
 straight track G239.
G115 Straight track, 4.55" (115 mm),
 2 x G115 make up the length of the
 straight track G231.
G107 Straight track, 4.23" (107 mm),
 parallel track for the 30° crossing K30
G62 Straight track, 2.44" (62 mm), Adaptor
 track from R3 and R4

R1 Curved track R1, r = 14.17" (360 mm)
R2 Curved track R2, r = 16.61" (422 mm)
R3 Curved track R3, r = 19.05" (484 mm)
R4 Curved track R4, r = 21.48" (546 mm)
R9 Curved track for switch R9,
 r = 35.75" (908 mm)
R1 7,5 Curved track 7,5°, r = 14.17" (360 mm)
R2 7,5 Curved track 7,5, r = 16.61" (422 mm)

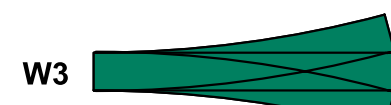
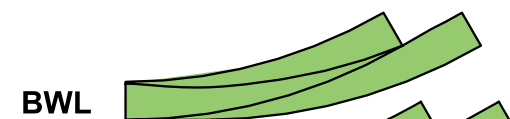
K15 Crossing K15, 15° angle
K30 Crossing K15, 30° angle

BWL Left hand curved switch
BWR Right hand curved switch

BWL-R3 Left hand curved switch R3 to R4
BWR-R3 Right hand curved switch R3 to R4

WL Left hand switch
WR Right hand switch

W3 3-Wegeweiche
WY Y Switch
DKW Double Slip Switch



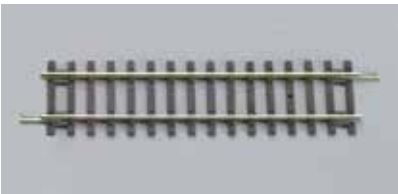
Straight and Flexible Track

G940 55209 Flexible Track 37" (940 mm)
Flexible track, 37" (940 mm) long that corresponds to double the length of the module 18.5" (470 mm)



G239 55200 Straight Track 9.41" (239 mm)
Straight track G239, 9.41" (239.07 mm) long, G239 + G231 make up a module length of 18.5" (470 mm).

G231 55201 Straight Track 9.09" (231 mm)
Straight track G231, 9.09" (230.93 mm) long, G231 + G239 make up a module length 18.5" (470 mm).



G119 55202 Straight Track 4.71" (119 mm)
Straight track G119, 4.71" (119.54 mm) long
2 x G119 equals G239

G115 55203 Straight Track 4.55" (115 mm)
Straight track G115, 4.55" (115.46 mm) long
2 x G115 equals G231

G107 55204 Straight Track 4.23" (107 mm)
Straight track G107, 4.23" (107.32 mm) long, parallel track for the 30° crossing K30



G62 55205 Straight Track 2.44" (62 mm)
Straight track G62, 2.44" (61.88 mm) long, adaptor track from R3 and R4

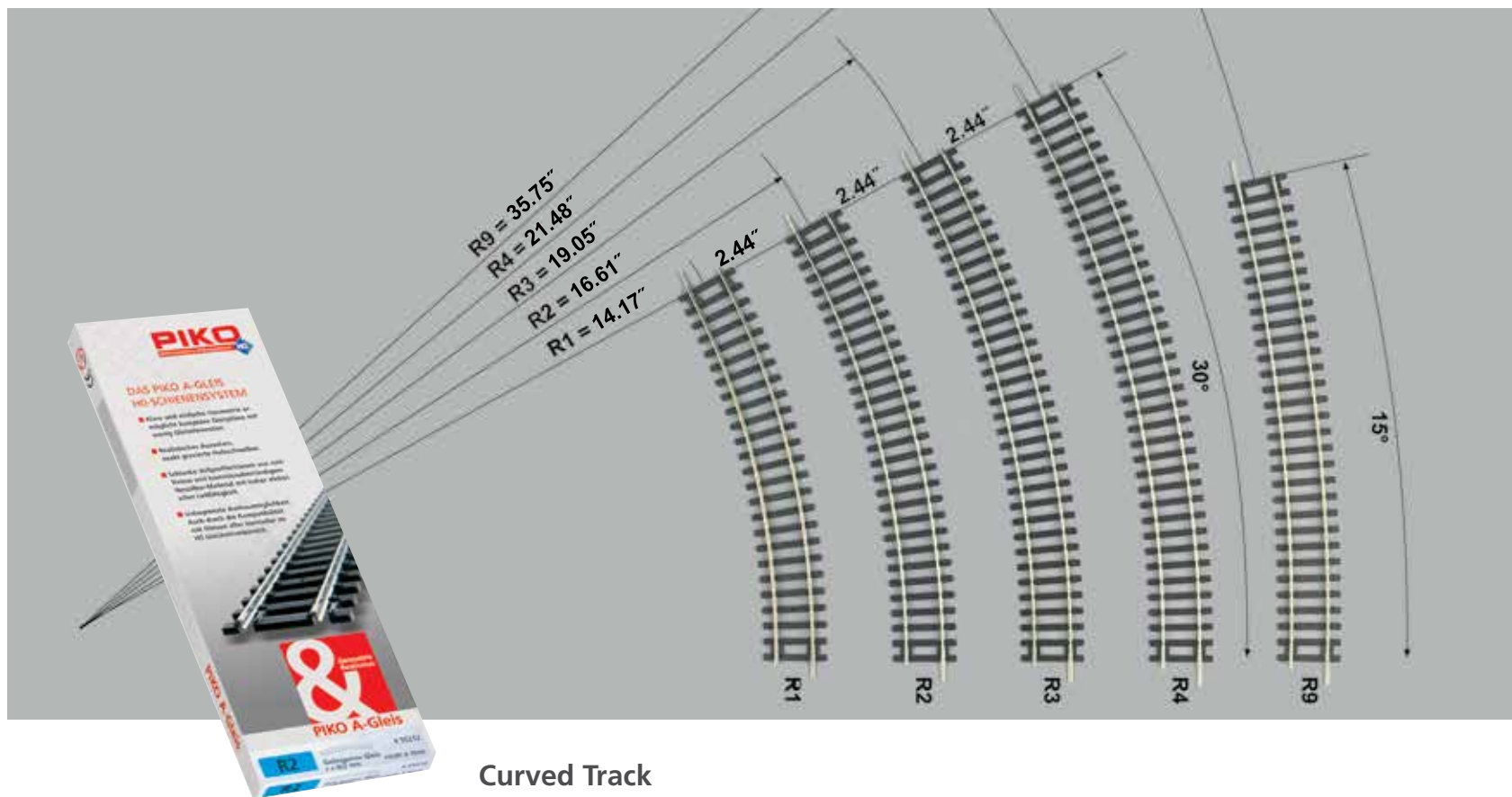
GUE62-H 55207 Adapter Track 2.44" (62 mm)
Adaptor track GUE62-H fits between the PIKO A-Track and the old U-Profile track 2.44" (61.88 mm) long.

GUE62-U 55208 Adapter Track 2.44" (62 mm)
Adaptor track GUE62-U fits between the PIKO A-Track and the PIKO-Hobby track, produced from 1992 to 2000, the Mehano* track, the classic ROCO* 0.1" (2.5 mm) brass and nickel track, the Fleischmann* Profi- and Model tracks as well as others with a 0.1" (2.5 mm) profile height. 2.44" (61.88 mm) long.



55282 Flex Track End Ties 31 mm long
These sleepers (not complete tracks) can be attached to the flex track to achieve a perfect connection between flex track and the following regular tracks.

* Roco are the trademark of Modelleisenbahn GmbH, Bergheim
* Fleischmann is the trademark of the Gebr. Fleischmann GmbH & Co. K.G., Heilsbronn.
* Tillig is the trademark of TILLIG Modellbahnen GmbH & Co. K.G., Sebnitz
* Mehano is the trademark of Mehano, Izola, Slovenia.



Curved Track

R1 55211 Curved Track R1
Curved track R1, $r = 14.17''$ (360 mm) / 30° ,
12 pieces / circle

R4 55214 Curved Track R4
Curved track R4, $r = 21.48''$ (545.63 mm) / 30° ,
12 pieces / circle

R2 7,5° 55252 Curved Track R2, 7,5°
Curved track R2, $r = 16.61''$ (421.88 mm) / $7,5^\circ$,
48 pieces / circle

R2 55212 Curved Track R2
Curved track R2, $r = 16.61''$ (421.88 mm) / 30° ,
12 pieces / circle

R9 55219 Curved Track R9
Curved track for switch R9, $r = 35.75''$
(907.97 mm) / 15° , 24 pieces / circle

R3 55213 Curved Track R3
Curved track R3, $r = 19.05''$ (483.75 mm) / 30° ,
12 pieces / circle

R1 7,5° 55251 Curved Track R1, 7,5°
Curved track R1, $r = 14.17''$ (360 mm) / $7,5^\circ$,
48 pieces / circle

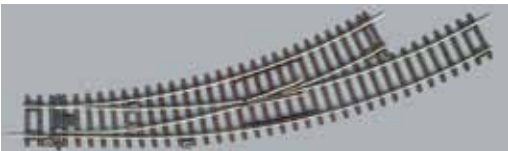
Switches & Crossings



WL 55220 Left Switch WL R9 / 9.41" (239 mm)
Left hand switch, 15° angle, straight track = G239
Turnout = R9, manually operated with positioning, switch machine = # 55271

WR 55221 Right Switch WR R9 / 9.41" (239 mm)
Right hand switch, 15° angle, straight track = G239
Turnout = R9, manually operated with positioning, switch machine = # 55271

BWL 55222 Left Curved Switch BWL R2 / R3
Left hand curved switch. Suitable for passing from radius R2 to R3 or R3 to R4, the main track's radius of the turnout is R2. Manually operated with positioning, switch machine = # 55271



BWR 55223 Right Curved Switch BWR R2 / R3
Right hand curved switch. Suitable for passing from radius R2 to R3 or R3 to R4, the main track's radius of the turnout is R2. Manually operated with positioning, switch machine = # 55271

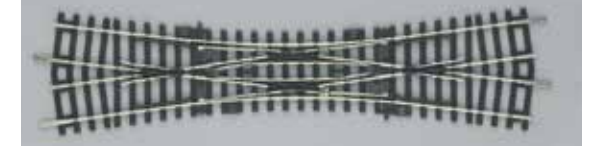
BWL-R3 55227 Left Curved Switch BWL R3 / R4
Left hand curved switch. Suitable for passing from radius R3 to R4, the main track's radius of the turnout is R3. Manually operated with positioning,

BWR-R3 55228 Right Curved Switch BWL R3 / R4
Right hand curved switch. Suitable for passing from radius R3 to R4, the main track's radius of the turnout is R3. Manually operated with positioning, switch machine = # 55271



K15 55240 Crossing K15 15° / 9.41" (239 mm)
Crossing K15, 15° angle, straight track = G239

K30 55241 Crossing K30 30° / 4.71" (119 mm)
Crossing K30, 30° angle, straight track = G119



DKW 55224 Double Slip Switch DKW 15° / 9.41" (239 mm)
Double slip switch, 15° angle, straight track = G239, turnouts = R9. Manually operated with positioning, switch machines = 2 x # 55271



W3 55225 Three Way Switch W3 15° & 15° / R9
Three way switch, 2 x 15° angle, straight track = G239, turnouts = R9. Manually operated with positioning, switch machines = 2 x # 55271



WY 55226 Wye Switch WY 30° / R9
Y switch, 30° angle, turnouts = R9, manually operated with positioning, switch machines = 2 x # 55271



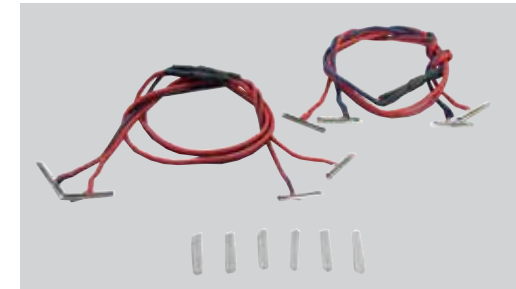
55289 Portable Railer
Eases the process of placing locomotives and cars onto the track.



55299 T
Track Nails Approx 400 pieces
Track nails, about 400 pieces



55290
Metal Rail Joiners, 24 pieces
Spring steel rail joiners, 24 pieces



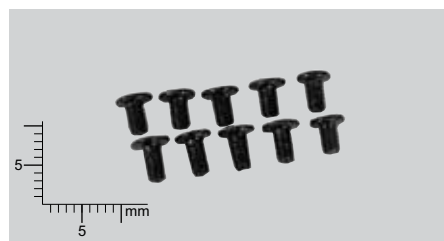
55391 Terminal Loop Track
With this set, reversing loops are no problem. Consists of insulating connectors, cables and mounting connectors. Not suited for digital operation.



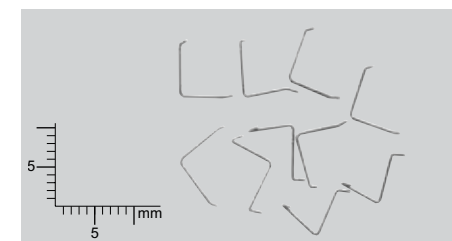
55298
Track Screws, Approx 400 pieces
Track fixing screws, about 400 pieces 0.06" x 0.39" (1,4 x 10 mm)



55292
Terminal Joiners, 1 pair
Spring steel rail joiners with connecting wires, 1 pair



55230
Set of Screws for Switch Machines (10 pieces)



55231
Set springs for Switches (10 pieces)

ACCESSORIES – FOR EXPERTS



55392 Switch Powering Set for 4 Switches

This set includes 1 switchboard (# 55262) for changing turnouts and signals that are electrically operated, and 4 low power consumption motors for all switches.



55280 Bumper (Buffer Stop)

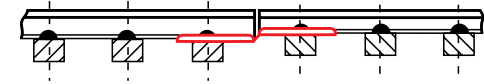
Buffer stop of wooden appearance, can be clipped or screwed onto all straight tracks.



55291

Insulated Rail Joiners, 24 pieces

Insulated plastic rail joiners, 24 pieces



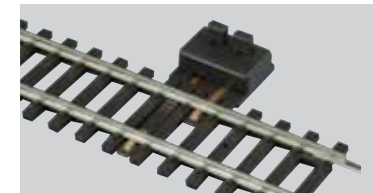
55294 Code 83 Rail Conversion Joiners, 6 pieces

Rail joiners for different heights, to equalize the different levels when passing from ROCO*-Line and Tillig*-Elite to PIKO A-Track, 6 pieces



55271 Electric Switch Machine

Motor for all switches, low electric power consumption.



55270 Track Power Clip Analog

Terminal box with suppressor fits to track G231.

55275 Track Power Clip Digital

This power clip without an EMV interference suppressor is essential for digital systems. The clip perfectly plugs into track G231.

- * Roco is the trademark of Modelleisenbahn GmbH, Bergheim
- * Fleischmann is the trademark of the Gebr. Fleischmann GmbH & Co. K.G., Heilsbronn.
- * Tillig is the trademark of TILLIG Modellbahnen GmbH & Co. K.G., Sebnitz
- * Mehano is the trademark of Mehano, Izola, Slovenia.



55297

Phillips Screwdriver for PIKO A-Track

This electronic Phillips screwdriver has the following innovative properties:

- Designed for maximum handling comfort.
- The ergonomically designed top revolves smoothly.
- Hardened steel blade with ergonomic designed handle for faster, more powerful, and less tiring screwdriving action.
- With blackpoint.
- A special precision zone ensures precise working.



55296

Track-nail holder & hammer

The track nails can be held and set with the track nail holder. The ergonomically formed hammer makes it easy to precisely drive the nail into the base plate.



55281

Track Cleaning Block



55273

Underfloor Installation Kit for Switch Machine

This kit is required if you plan to install the switch machine # 55271 underneath the switch.



55261 Switchboard

For switching of 4 points or signals.

Note: Stickers for individual key labeling are included.



55262 Switchboard on-off

To turn on and off 4 different train or lighting circuits.

Note: Stickers for individual key labeling are included.

55293 Wide Rail Conversion Joiners, 6 pieces

Rail joiners made of spring steel with two different end widths, make connection possible to the PIKO-Hobby track produced between 1992 and 2002, the Mehano* track, classic Roco* 0.1" (2.5 mm) track of brass and nickel, the Fleischmann Profi* – and model tracks and other tracks with 0.1" (2.5 mm) high profiles, 6 pieces.





The robust standard electric locomotives of the series 150 served for nearly four decades in the heavy freight traffic of the DB
> see page 83

Sophisticated models for discerning hobbyists

- > Innovative and reliable technology
- > Ready for DCC & Sound installation
- > Prototypical models with a high level of detailing
- > Affordable prices



The legendary electric locomotives of the series 103 have characterized over many years the high-quality passenger train service of the “Deutsche Bundesbahn”. The cult locomotives are among the most powerful locomotives in the regular service in Germany up until today. > **see page 78**



On its route network, the DB uses diesel railcars of the series 612 with tilting technology for fast travel in bends. > **see page 170**



EXPERT

The prototype:

In 1982 the VEB Lokomotivbau Elektrotechnische Werke Hennigsdorf (LEW) introduced the 212 001. The four axle locomotive was the demonstrator for a new set of locomotive designs targeted towards the Deutsche Reichsbahn's accelerated electrification program. The first type that was derived from the demonstrator was the BR 243, which had a maximum speed of 120 km/h. It was followed in 1990 by the BR 212, which was designed for a higher top speed of 160 km/h. The 646 units of the BR 243 were soon the backbone of electric train operation in the DDR. The BR 243 proved to be a versatile, practically perfect locomotive. Thanks to its outstanding reliability it was deployed all throughout Germany after the reunification. Renumbered BR 143 in 1992 it was mostly used hauling regional and commuter trains. Initially 35 units of the 160 km/h fast BR 212 (BR 112 after 1992) were built. In 1992 they were followed by 90 units that were designated BR 112.1. Both types are in use with the DB AG to this day.

NEW MOLD
2016



51702 Electric Locomotive BR 243 DR IV

51703  Electric Locomotive BR 243 DR IV, 3 Rail AC

picture shows
handmade sample

ELECTRIC LOCOMOTIVE BR 112 / 143

PIKO

The model:

The PIKO model of the BR 112/143 leverages the similarity in outward appearance between the two types without ignoring the details that distinguish them. Depending on the exact prototype and road number differences in details like lamps, windows, buffers and connectors are precisely modeled. The BR 112/143 model's drivetrain follows the long established, proven design principles of PIKO locomotives. The proven five-pole motor with two precisely machined flywheels that drives all four axles and the power pickup from all eight wheels guarantee excellent running characteristics. In order to ensure a high tractive effort, the compact model is ballasted to achieve a high weight and it is equipped with two traction tires on diagonally opposed wheels of the inner axles. The model has the full set of PIKO standard features like, Plux22 DCC decoder interface, white/red directional lights as well as close coupling coupler boxes and can be easily equipped with sound and speaker. The model can negotiate curves with a minimum radius of 358 mm.

suitable accessories:

56358 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All BR 112 / 143:



All -Version:

NEW MOLD
2016



51700 Electric Locomotive BR 112 DB AG VI

51701 Electric Locomotive BR 112 DB AG VI, 3 Rail AC

picture shows
handmade sample

The model:

The PIKO model of the series 112 corresponds exactly to the chosen original and reproduces hereby precisely all relevant details, such as lamps, windows, buffers, power outlets etc. of the original. In the vehicle section, the model follows the tried-and-tested PIKO construction principles: The proven, five-pin PIKO motor, which drives all four axles, ensures excellent running characteristics with its large precisely dimensioned flywheel masses. In order to ensure a high traction, the model disposes of two traction tires, which are diagonally arranged on the inside running axles of both bogies. The locomotive sound decoder installed in the factory supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and M4. The built-in large loudspeaker is adjusted to the locomotive type. Many sounds that are typical for a locomotive, such as engine noise, signal horns, squealing brakes and other up to 28 switchable functions can be selected individually. The rear light can be separately switched. Sound is also possible in analog mode – only engine noise.

NEW MOLD
2016



All BR 112 / 143:



All -Version: 

All Soundloco: 



51704 Electric Locomotive Sound BR 112 DB AG VI

51705  Electric Locomotive Sound BR 112 DB AG VI, 3 Rail AC

picture shows
handmade sample

ELECTRIC LOCOMOTIVE E 10 / E 40

PIKO

NEW MOLD

2016



Picture: Karl-Friedrich Seitz

51730 Electric Locomotive E 10 DB III

51731  Electric Locomotive E 10 DB III, 3 Rail AC

The prototype:

Five years after the Second World War, the still young DB started the development of new electric locomotives. After the original plans – to continue building the BR E44 in modified execution – had been abandoned, the construction of a mixed traffic locomotive. Because of the planned maximum speed of 130 km/h, the projected engines got the type series designation E10. From the four rising experimental locomotives, the BR E10.1 results ultimately, which had been produced in series from 1956 onwards by the manufacturers Krauss-Maffei, Krupp, Henschel (mechanical part) and SSW, AEG and BBC (electrical part). Whereas the E10.1 was equipped with standard box shape and single lamps, the E10.2 got double lamps. Starting with the series E10.3, an aerodynamically optimized locomotive body is applied, which was the reason for the appropriate nickname “Bügelalte” (in English: crease). The series E10 represented the backbone of the West German fast train service for many years. After the German rail reform, the locomotives were assigned to the local transport and thus to DB Regio.

The model:

With the model of the series E10, PIKO continues its series of classical West German cult locomotives. The original of the model represents with its succeeded head shape, single lamps, Schweiger fans, detached handle bars and filigree pantographs in attractive implementation of all details of the original. Furthermore, the digitally switchable driver's cab lighting is fitted as standard. The five-pin PIKO motor, which drives all four axles, provides excellent running characteristics with its two large flywheel masses and the current collection via eight wheels.

In order to ensure a high traction, the compact model has got, besides the frame made of zinc die-cast, two traction tires that are located in diagonal arrangement to each other on the inside running axles of both bogies. The model has got all PIKO standards, including a PluX22 interface, change of lights red/white and close coupler kinematics. The PIKO E10 is prepared for a retrofit with a sound decoder and a big loudspeaker.

suitable accessories:

56349 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All E 10 / E 40:



All  -Version: 

NEW MOLD

2016



Picture: Ulrich Budde



51734 Electric Locomotive Sound BR 110 DB AG V
51735  Electric Locomotive Sound BR 110 DB AG V, 3 Rail AC

The model:

The PIKO Expert model of the BR110 with klatte fans in traffic red has got all typical particularities of the Epoch V. The handle bars are detached. The model has a five-pin motor with precisely balanced flywheel masses and disposes of two traction tires, which are diagonally arranged on the inside running axles of both bogies. The digitally switchable driver's cab lighting allows a prototypical night operation. The locomotive sound decoder installed in the factory supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and M4. The decoder is adapted to the series 110 and possess up to 28 switchable functions. Many sounds that are typical for a locomotive, such as engine noise, signal horns, squealing brakes and other ones can be selected individually. The rear light can be separately switched. Sound is also possible in analog mode – only engine noise.

**More information regarding
Loco Sound Decoder is available here:**



ELECTRIC LOCOMOTIVE E 10 / E 40

PIKO

NEW MOLD
2016



Picture: Gerd Höfkens

51732 Electric Locomotive BR 140 DB IV

51733  Electric Locomotive BR 140 DB IV, 3 Rail AC

The prototype:

The standard electric locomotives of the series E 40 of the Deutsche Bundesbahn, which were built from 1957 onwards, represent a joint development of the BZA (Bundesbahn Central Office) Munich and Krauss-Maffei with the participation of Krupp and Henschel. The electrical equipment originates from SSW, BBC and AEG. Over decades, the robust engines with a weight of 83 tons carried the bulk in the freight train service, but could also be seen in the passenger train service. This locomotive is the most built standard electric locomotive with a production quantity of 879 pieces, and it is technically closely related with the series E10.1, however without electrical brake, with a modified gear ratio and some differences in the design of the roof hood. Its maximum speed was initially 100 km/h; however it was later increased to 110 km/h, with regard to the use in the passenger train service. In the factory, the series locomotives with scissors pantographs of the type DBS 54a got a painting in chrome oxide green in accordance with their planned area of operation. In the course of time, the locomotives of this series were also provided with the blue/beige, oriental-red and traffic red color schemes.

The model:

With the series 140 in the Epoch IV, PIKO turns again to an absolute classic of the Deutsche Bundesbahn. Thanks to its high quantities and the decades of service, the bread-and-butter locomotive achieved a great popularity. The PIKO model has numerous extras, including detached handle bars, a digitally switchable driver's cab lighting and attached brake hoses. The model locomotive is driven by a high-class five-pin motor with a diagonally slotted rotor.

In order to ensure a high traction, the compact model has got, besides the frame made of zinc die-cast, two traction tires, which are diagonally arranged on the inside running axles of both bogies. All models include a PluX22 interface and are prepared for the retrofit with a sound decoder and a big loudspeaker.

suitable accessories:

56349 Loco Sound Decoder w Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16 (see page 361)

All E 10 / E 40:



All  -Version: 

All Soundloco: 

NEW MOLD

2016



Picture: J. Quanjier / Coll PFT



96540 Electric Locomotive Typ 120 SNCB/NMBS III

96541  Electric Locomotive Typ 120 SNCB/NMBS III, 3 Rail AC



96542 Electric Locomotive Sound Typ 120 SNCB/NMBS III

Exclusive model -
only available in Belgium

The prototype:

The series 28 of the SNCB had been built in 1949 as small series with only three copies by ACEC Charleroi and SEM. The 84-ton engines had a power of 1,985 kW and could reach a maximum speed of 130 km/h! The original type series designation Type 120 had been changed from 1971 onwards to Type 20. From 1976 onwards, they received the designation 28. From 1990 onwards, the locomotives served merely as reserve or for shunting operation in the Brussels region. The locomotive 2803 had been scrapped in 1995, and the 2802 in the year 2004. The 2801 is remained for the posterity as museum vehicle of the SNCB. They served among other things for the Belgian railroad industry as test vehicle for later models.

PIKO

2016



96545 Electric Locomotive Sound Rh 20 SNCB/NMBS IV

All Soundloco: 

71

NEW MOLD
2016



Picture: Herbert Pfoser

-  51760 Electric Locomotive BR 1010 ÖBB IV
-  51761  Electric Locomotive BR 1010 ÖBB IV, 3 Rail AC

The prototype:

After the ÖBB (Austrian Federal Railways) could operate again their most important long-distance railroad lines with a maximum speed of 120 km/h and electrified in the 1950s, the need for a modern electric locomotive emerged, which should reach a maximum speed of 130 km/h with an output of 3000 kW. So the series 1010 was created, on the constructive basis of the new developed locomotives of the series 1040 and 1041 as well as parallel to the series 1110. In order to enable a wide area of application for it, the axle load of the six-axle Co'Co' locomotive was limited to 18 t. For the first time delivered in 1955, the engines immediately got into the den fast train service, where they proved themselves among others on the west and the south railroad line and on the Austrian Southern Railway as well as at Semmering. At the end of 1956, 20 engines were in use. At first, they were the fastest electric locomotives of Austria by far, and because of their proverbial reliability they were considered as one of the most important mainstays of the high-quality passenger train service within a short time. By the year 2000, the ÖBB still possessed 18 locomotives, and in 2003 only, the last ones were withdrawn from traffic. Nine locomotives remained preserved until today.

The model:

With the PIKO Expert model of the ÖBB series 1010 an H0 model of the famous successful ÖBB locomotive is published that is as technically sophisticated as contemporary. Equipped with a high-class five-pin motor, which has been combined with two precisely balanced flywheel masses, the PIKO model impresses with a high traction, excellent running characteristics and prototypical maximum speed. The drive operates on four axles, which are equipped with two diagonally offset traction tires. The two three-axle bogies that are a typical feature for the connoisseurs of these Co'Co' locomotives show prototypically finest details and engravings. The models are prepared with a PluX22 interface for the digital operation and can be upgraded with a sound decoder with a large loudspeaker. The driver's cab lightings and the change of lights depending on the direction of travel can be controlled digitally.

ELECTRIC LOCOMOTIVE BR 1010 / 1110

PIKO

NEW MOLD
2016



Picture: Herbert Pfoser

-  51762 Electric Locomotive BR 1110.5 ÖBB IV
-  51763  Electric Locomotive BR 1110.5 ÖBB IV, 3 Rail AC

The model:

In the years 1974/1975, ten locomotives of the series 1110 were equipped with direct current rheostatic brake. These modified locomotives got the new type series designation 1110.500 while retaining the old serial number. These engines were easy to recognize by the braking resistors above the driver's cabs. In accordance with the chosen original, the PIKO 1110.5 possesses all modifications, which the big locomotive had in comparison to the 1010/1110, including, of course, the distinctive rheostatic brakes on the roof area. As standard feature, the PIKO Expert model has got close coupler kinematics, a motor with two large flywheel masses and a digital interface PluX22. The retrofit with a sound decoder and a big loudspeaker is prepared.

suitable accessories:

- # 56363 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

All BR 1010 / 1110:



All -Version:

All Soundloco:

NEW MOLD
2016



All BR 1010 / 1110:



All ~-Version: 

All Soundloco: 

Picture: Herbert Pfoser

-  51764 Electric Locomotive Sound BR 1110.5 ÖBB IV
-  51765  Electric Locomotive Sound BR 1110.5 ÖBB IV, 3 Rail AC

The model:

Just like the original locomotive 1110.5 the PIKO model shows all modifications in comparison to the models of 1010/1110, like the obvious rhoestatic brakes on the roof. The PIKO model comes with short coupling kinematics and a powerful motor with two big flywheels. The model is prefitted with a loco-sounddecoder that supports the digital data formats DCC, RailComPlus, Motorola, Selectrix and M4. The decoder has a special setup to fit the 1110.5 and up to 28 functions can be controlled. Many locomotive typical sounds are included, such as motorsound, signal horns, braking noise and others. The train end light can be switched off separately. In analog mode, sound is also possible – in this case only motor sound.

ELECTRIC LOCOMOTIVE BR 103

PIKO

The prototype:

The short version of the BR 103, delivered as 103 101 to 103 231, too has seen a multitude of changes throughout the build process and its operational life hauling IC-trains. The first changes to the exterior were the modern single-arm pantographs that replaced the older scissors pantographs. In addition to that the lower valances were removed and the streamlined buffers were replaced with conventional ones. Probably the most notable change was the change from the Beige/Red paint scheme used by the former Bundesbahn to the new orient red paint scheme used by the DB AG. Even with its less refined appearance and different paint scheme, the 103 remained a symbol of the modern Bundesbahn of the 1970s and 1980s.

The model:

The PIKO model #51676 transfers the original of the locomotive 103 207-7 in short version, without skirts, without buffer casing and with filigree single-arm pantographs precisely to the scale H0. The model locomotive is driven by a powerful five-pin motor with a diagonally slotted rotor and two precisely conceived flywheel masses. The current collection via eight wheels provides excellent running characteristics. The traction tires are mounted diagonally offset and ensure high tractive forces. The driver's cab lightings and the change of lights depending on the direction of travel are digitally switchable. The PIKO model of the BR103 has got a digital interface PluX22. The retrofit with sound is prepared.

suitable accessories:

56350 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All BR 103:



All -Version:

NEW
2016



51676 Electric Locomotive BR 103 Short Cab DB IV
51677 Electric Locomotive BR 103 Short Cab DB IV, 3 Rail AC

224

picture shows
handmade sample

The model:

With the PIKO model of the locomotive 103 218-4, the cult locomotive appears in Epoch V in a long version with prototypical, filigree single-arm pantographs and all relevant details. Without skirts and cased buffers. The original was the only 103 in red/beige in long version with a red frame! The model locomotive is driven by a five-pin motor with two precisely conceived flywheel masses. Thanks to the interaction with the current collection via eight wheels, the running characteristics are excellent.

The traction tires are mounted diagonally offset and thus they ensure high tractive forces. The model has got a PluX22 interface. The driver's cab lightings and the change of lights depending on the direction of travel are digitally switchable.

suitable accessories:

56350 Loco Sound Decoder w Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16 (see page 361)

NEW
2016



51678 Electric Locomotive BR 103 Long Cab DB AG V

51679  Electric Locomotive BR 103 Long Cab DB AG V, 3 Rail AC

232

picture shows
handmade sample

ELECTRIC LOCOMOTIVE BR 103

PIKO

The prototype:

The six-axle electric locomotives of the series 103 were considered the flagship in the heavy passenger train service at the Deutsche Bundesbahn over many years. The first series locomotives were delivered with scissor pantographs, as of 1976, single-arm pantographs SBS65 were used. Furthermore, the engines lost their skirts and got buffers without casing. With their elegant and timeless design, the noble runners have characterized over many years the high-quality passenger traffic and became cult already during their regular operating time. With the introduction of the new color scheme in 1987, most of the locomotives received an oriental-red with a white bib.

The model:

The PIKO model #51674 relocates its original in its last years of service into the scale H0. The new construction with its successful head shapes has got very filigree single-arm pantograph, fine lamp rings and correctly flattened handrails. The excellent running characteristics are ensured by a five-pin motor and two flywheel masses. The current collection is made via eight wheels. The model has got a PluX22 interface and is equipped with a locomotive sound decoder and a large loudspeaker. The driver's cab lightings and the change of lights depending on the direction of travel can be controlled digitally.

All BR 103:



All -Version:

All Soundloco:



51674 Electric Locomotive Sound BR 103 DB IV, without apron

51675 Electric Locomotive Sound BR 103 DB IV, 3 Rail AC, without apron

224

Picture shows actual size of the model

ELECTRIC LOCOMOTIVE BR 103



51672 Electric Locomotive BR 103 DB AG V
 51673  Electric Locomotive BR 103 DB AG V, 3 Rail AC

232

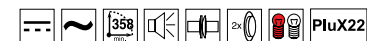
suitable accessories:

56350 Loco Sound Decoder w
 Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
 (see page 361)

All BR 103:



All  -Version: 



51670 Electric Locomotive BR 103 DB IV
 51671  Electric Locomotive BR 103 DB IV, 3 Rail AC

224

ELECTRIC LOCOMOTIVE E 41

PIKO

The model:

The PIKO model of the BR 141 in ocean blue/ beige painting with double lamps, Schweiger fans and beige-colored door handle bars. The lighting of the front lights and the rear lights is made by means of LEDs, whose red or white color changes with the direction of travel. The driver's cab lightings and the rear light can be digitally switched. The proven PIKO motor and two large flywheel masses provide excellent running characteristics and a high traction. With regard to its further mechanical, electric and electronic construction, the locomotive corresponds to the already known models of the BR 141.



✘ 51514 Electric Locomotive BR 141 DB IV

✘ 51515 ☒ Electric Locomotive BR 141 DB IV, 3 Rail AC



51522 Electric Locomotive BR 141 DB IV

51523 ☒ Electric Locomotive BR 141 DB IV, 3 Rail AC

suitable accessories:

56346 Loco Sound Decoder w Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16 (see page 361)

All E 41:



All ☒ -Version: ☒

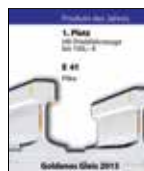
**NEW
2016**

Picture shows actual size of the model

ELECTRIC LOCOMOTIVE E 41

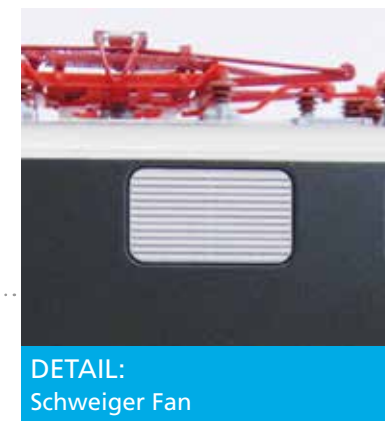
The prototype:

The now legendary series E 41 of the Deutsche Bundesbahn was, as far as size and performance are concerned, the smallest among the new electric locomotives of the old Deutsche Bahn. However, it convinced with its versatility when being used in front of light fast trains and express trains as well as in the passenger and freight train service. From 1956 to 1969, a total of 451 units were put into service. As of 1968, the machines were re-designated 141. Since all machines had been equipped with push-pull train control, the Deutsche Bahn (DB) was able to start push-pull operation on electrified routes throughout Germany. As a proverbial "general servant", the E 41 became famous everywhere due to its characteristic starting noise as "Knallfrosch" (in English: "jumping jack"). In addition to different casing versions with different fronts, fans and roof equipment, the locomotives were painted blue, green, blue/beige, orange/grey and red over time. Despite the fact that they have proven excellent performance, the first units were withdrawn from service in 1987. In December 2006, the Deutsche Bahn (DB) AG finally withdrew the last locomotives. However, some units, including E 41 001, survived.



51510 Electric Locomotive E 41 DB III

51511  Electric Locomotive E 41 DB III, 3 Rail AC



DETAIL:
Schweiger Fan



51518 Electric Locomotive Sound BR 141 DB AG V

51519  Electric Locomotive Sound BR 141 DB AG V, 3 Rail AC

ELECTRIC LOCOMOTIVE E 41

PIKO

NEW MOLD
2016

Picture: Ulrich Budde



51524 Electric Locomotive BR 141 DB IV

51525  Electric Locomotive BR 141 DB IV, 3 Rail AC

The model:

The PIKO new construction of the BR 141 in green painting with double lamps, circumferential grating, front handle bar and for the first time with rounded off fans with vertical fins.

The driver's cab lighting and the rear light can be digitally switched. The proven PIKO motor with two large flywheel masses provides excellent running characteristics and a high traction. The change of lights (red/white) of the front lighting and the possibility of retrofitting a digital and sound decoder are obligatory for the PIKO Expert model. In its further mechanical, electric and electronic construction, the locomotive corresponds to the already known models of the BR 141.

suitable accessories:

56346 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All E 41:



All  -Version: 

All Soundloco: 



DETAIL:
different roof equipment

The model:

The PIKO model of the BR 141 378-0 distinguishes itself by its striking ocean-blue paintwork in the roof area, which had been applied for experimental purposes. With regard to its mechanical, electric and electronic construction, the locomotive corresponds to the already known models of the BR 141, but has got all modifications at the casing and at the roof equipment, which distinguish the original. The prototypical letterings correspond to the Epoch IV beginning around the mid-1970s. The lighting of the front lights and the rear lights is made by means of LEDs, whose red or white color changes with the direction of travel. The driver's cab lighting and the red light can be controlled digitally. The proven PIKO motor and two large flywheel masses ensure excellent running characteristics.

The traction of the locomotive that is driven via all four axles is increased via two traction tires, which are located in diagonal arrangement to each other on the inside running axles of both bogies.

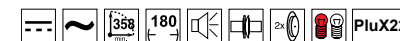
suitable accessories:

56346 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All E 41:



All -Version:



51516 Electric Locomotive BR 141 DB IV
51517 Electric Locomotive BR 141 DB IV, 3 Rail AC



51512 Electric Locomotive BR 141 DB IV
51513 Electric Locomotive BR 141 DB IV, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 150

PIKO



Picture: Hans-D. Lichtenhof

51646 Electric Locomotive BR 150 DB AG V

51647  Electric Locomotive BR 150 DB AG V, 3 Rail AC

The prototype:

The E 50 was added to the standard locomotive program in 1954. At that time it was considered to be the Deutsche Bundesbahn's biggest, heaviest, and most powerful electric locomotive. The first two locomotives were delivered in January 1957. While the initial batch of locomotives was equipped with nose-suspension drive and spoked wheels, all later locomotives starting with E 50 026 were equipped with rubber-ring drive and disc wheels. Until 1973 the Deutsche Bundesbahn took delivery of 194 locomotives in total. Starting with locomotive 140 these were designated BR 150 in the new computer friendly numbering scheme. Used mostly in heavy freight service on routes with tough grades the reliable locomotives had an excellent service record. Only the BR 152 that was delivered in 1998 managed to succeed the BR 150. Stressed to the limit in pusher duty on the formidable Geislinger Steige until the end, the final BR 150 locomotives were retired by the Deutsche Bundesbahn in 2003.

suitable accessories:

56349 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

AIIBR 150:



All  -Version: 

NEW MOLD
2016



Picture: Karl-Friedrich Seitz

51648 Electric Locomotive E 50 DB III

51649  Electric Locomotive E 50 DB III, 3 Rail AC

The model:

The electric locomotive BR 150 continues PIKO's line of models representing proven designs of the Deutsche Bundesbahn. Due to its technical-historical significance PIKO decided to create a highly detailed H0-model that follows the major design principles of the PIKO E 41.

As is customary for PIKO all class specific features and exterior details are reproduced exactly. The proven 3-pole motor with its two precisely machined flywheels and the power pickup from eight wheels ensure excellent running characteristics. Two traction tires placed diagonally on the two inner axles of the trucks and the model's significant weight are responsible for the prototypical high tractive effort. The model follows PIKO standards and is among other things equipped with a PluX22 decoder interface, white /red directional lighting as well as close coupler kinematics on both sides. The minimum recommended radius for the locomotive is 358 mm.

ELECTRIC LOCOMOTIVE BR 150

PIKO



DETAIL



51640 Electric Locomotive BR 150 DB V
51641  Electric Locomotive BR 150 DB V, 3 Rail AC

suitable accessories:

- # 56349 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

All BR 150:



All -Version:

All Soundloco:



51642 Electric Locomotive BR 150 DB IV
51643  Electric Locomotive BR 150 DB IV, 3 Rail AC



51644 Electric Locomotive Sound E 50 DB III, green
51645  Electric Locomotive Sound E 50 DB III, 3 Rail AC, green



EXCLUSIVE FOR PIKO SHOP SYSTEM RETAILERS

suitable accessories:

- # 56346 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

Experience our models in a more **extensive selection** and with a more **attractive presentation** at one of the many model railroad specialty retailers with PIKO Shop.

You can find retailers near you in the retailer directory at **www.piko.de**. Take the opportunity to pay them a visit and get one of our **special models**, which are only available at PIKO Shop retailers.

As the smallest standard layout electric locomotive, the BR141 was also used for express trains at Deutsche Bahn. The color layout is influenced by the famous "Rheingold" color scheme of DB.

INFO

NEW
2016



51520 Electric Locomotive E 41 DB III, "Rheingold"

51521  Electric Locomotive E 41 DB III, "Rheingold", 3 Rail AC



Picture shows actual size of the model

The train locomotive BR220 of the Deutsche Bundesbahn from the period of the economic miracle in a new style. The color layout is influenced by the famous "Rheingold" color scheme of DB.

INFO

11 years PIKO Shop retailers.

For 11 years now, there have been PIKO Shop retailers in Germany, Belgium, the Netherlands, Switzerland, England, Greece and Spain.

The PIKO Shop retailers have used this anniversary to release 2 attractive locomotives in exclusive versions.

These anniversary models are exclusively available at the PIKO Shop retailers.

You will find an overview of the PIKO Shop retailers at www.piko.de

suitable accessories:

56341 Loco Sound Decoder w Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16 (see page 361)



NEW
2016



59712 Diesel Locomotive BR 220.0 DB IV, "Rheingold"

59713 Diesel Locomotive BR 220.0 DB IV, "Rheingold", 3 Rail AC



Picture shows actual size of the model

ELECTRIC LOCOMOTIVE BR 146.2



59547 Electric Locomotive BR 146.2 DB AG VI

59347 ☒ Electric Locomotive BR 146.2 DB AG VI, 3 Rail AC

suitable cars:
57620 / # 57621 (see page 227)

59556 Electric Locomotive BR 146 535 RIZZI VI

59356 ☒ Electric Locomotive BR 146 535 RIZZI VI, 3 Rail AC



☒ 59553 Electric Locomotive BR 146.2 Metronom VI

59353 ☒ Electric Locomotive BR 146.2 Metronom VI, 3 Rail AC

suitable cars:
57602 / # 57603 (see page 227)

59145 Electric Locomotive BR 146.2 Metronom VI

59045 ☒ Electric Locomotive BR 146.2 Metronom VI, 3 Rail AC



59144 Electric Locomotive BR 146.2 Baden-Württemberg DB AG VI

ELECTRIC LOCOMOTIVE BR 146.2

PIKO

The TRAXX 2 electric locomotive is a further development of the TRAXX family of locomotives. The most obvious change is a revised carbody design. This change was necessary in order to comply with more stringent safety regulations. The new carbody can be easily identified by the corners extending downwards and the front hatches that provide access to the A/C unit. Another change was made to the inverter unit. SBB Cargo received the first production locomotives with the new carbody design. They are equipped for cross-border operation to Italy.

Starting in 2004 the locomotives were delivered to various private leasing companies like MRCE and Crossrail. Railpool, another leasing company, will receive 28 locomotives. Railion ordered 200 locomotives of the improved design as BR 185.2.

These locomotives are permitted to operate in Austria. A third batch of locomotives incorporates the changes made to the BR 185.2 and will be designated BR 146.2. DB Regio operates these locomotives primarily in northern and southern Germany. Fine engravings show every detail on the truck side frames with their axle boxes and suspension elements. The body with its access doors, fan grilles and grab irons as well as the roof with its power lines and pantographs were modeled based on prototype documentation and show intricate engravings. Painting and lettering correspond to the particular prototype. A powerful motor drives all four axles through Cardan shafts and gearboxes. The model is equipped with red/white directional lighting.

suitable accessories:

sound module for BR 146.2:

56193 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All BR 146.2:



All -Version:



59559 Electric Locomotive BR 146 520 InterConnex VI

59359 Electric Locomotive BR 146 520 InterConnex VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 185.2



59349  Electric Locomotive BR 241 "HECTORRAIL" VI, 3 Rail AC



59140 Electric Locomotive BR 185.2 "PCT Altmann" VI

59040  Electric Locomotive BR 185.2 "PCT Altmann" VI, 3 Rail AC

NEW
2016



59146 Electric Locomotive BR 185.2 "IGE" VI

59046  Electric Locomotive BR 185.2 "IGE" VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 185.2

PIKO



59540 Electric Locomotive BR 185.2 DB AG VI
59340 ☐ Electric Locomotive BR 185.2 DB AG VI, 3 Rail AC

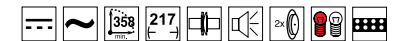


59555 Electric Locomotive BR 185.2 "ITL" VI
59355 ☐ Electric Locomotive BR 185.2 "ITL" VI, 3 Rail AC

suitable accessories:

sound module for BR 185.2:
56193 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All BR 185.2:



All ☐ -Version: ☐

NEW
2016



59147 Electric Locomotive BR 185.2 "MKB" VI
59047 ☐ Electric Locomotive BR 185.2 "MKB" VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 185.2

NEW
2016



Picture: HVLE

59148 Electric Locomotive BR 185 641-8 "HVLE" VI

59048  Electric Locomotive BR 185 641-8 "HVLE" VI, 3 Rail AC



59142 Electric Locomotive BR 482 SBB Cargo VI

59042  Electric Locomotive BR 482 SBB Cargo VI, 3 Rail AC



59143 Electric Locomotive BR 185.2 "NOVELIS" VI



59354  Electric Locomotive BR 185.2 "Lokomotion" VI,
3 Rail AC

ELECTRIC LOCOMOTIVE BR 185.2

PIKO



59141 Electric Locomotive BR 482 "INFRALEUNA" VI
59041  Electric Locomotive BR 482 "INFRALEUNA" VI, 3 Rail AC



59557 Electric Locomotive BR 185.2 "ITL" VI
59357  Electric Locomotive BR 185.2 "ITL" VI, 3 Rail AC



59344  Electric Locomotive "MGW Service" VI, 3 Rail AC



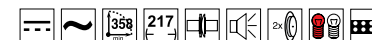
59558 Electric Locomotive BR 185.2 "Cargolink" VI
59358  Electric Locomotive BR 185.2 "Cargolink" VI, 3 Rail AC

suitable accessories:

sound module for BR 185.2:

56193 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All BR 185.2:



All  -Version: 

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 186

Exclusive model -
only available in Belgium



 97749 Electric Locomotive BR 186 SNCB VI
97750  Electric Locomotive BR 186 SNCB VI,
3 Rail AC



59953 Electric Locomotive BR 186 DB AG VI
59853  Electric Locomotive BR 186 DB AG VI, 3 Rail AC



 97722 Electric Locomotive BR 186 RailCare
"Pink Panther" VI
97723  Electric Locomotive BR 186 RailCare
"Pink Panther" VI, 3 Rail AC

NEW
2016



 59963 Electric Locomotive BR 386 "Metrans" VI
59863  Electric Locomotive BR 386 "Metrans" VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 186

PIKO



 97720 Electric Locomotive BR 186 „Flash Fire“ VI
 97721  Electric Locomotive BR 186 „Flash Fire“ VI,
 3 Rail AC



59962 Electric Locomotive BR 186 002 NS VI
 59862  Electric Locomotive BR 186 002 NS VI, 3 Rail AC




59956 Electric Locomotive BR 186 "CRS" VI
 59856  Electric Locomotive BR 186 "CRS" VI, 3 Rail AC



59955 Electric Locomotive BR 186 "FYRA" VI




 59858  Electric Locomotive
 BR 186 Alpha Trains VI, 3 Rail AC



 59960 Electric Locomotive BR 186 "FYRA" VI
 59860  Electric Locomotive BR 186 "FYRA" VI,
 3 Rail AC



 59961 Electric Locomotive BR 186 BLS Cargo VI
 59861  Electric Locomotive BR 186 BLS Cargo VI,
 3 Rail AC

suitable accessories:

sound module for BR 186
 # 56193 sound decoder +
 loudspeaker (see page 363)
 The sound module must be
 connected directly to the
 # 56121 digital decoder.

All BR 186:



All  -Version: 

ELECTRIC LOCOMOTIVE BR 187



51560 Electric Locomotive BR 187 BOMBARDIER VI

51561  Electric Locomotive BR 187 BOMBARDIER VI, 3 Rail AC

51566 Electric Locomotive 487 001 Swiss Rail Traffic VI

51567  Electric Locomotive 487 001 Swiss Rail Traffic VI, 3 Rail ACNEW
2016

51572 Electric Locomotive BR 187 Railpool/bls VI

51573  Electric Locomotive BR 187 Railpool/bls VI, 3 Rail ACPicture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 187

PIKO



51570 Electric Locomotive BR 187 DB AG VI

51571  Electric Locomotive BR 187 DB AG VI, 3 Rail AC

suitable accessories:

56345 Loco Sound Decoder w
loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All BR 187:



All  -Version: 

All Soundloco: 



DETAIL

The model:

At the Railpool model of the series 187, PIKO takes into account the modified side walls without panels, compared to the serial locomotives. The roof equipment represents the version with "Switzerland package" and two different pantographs. The model is realized in the proven PIKO design. The strong PIKO motor with two precisely balanced flywheels provides excellent running characteristics. The four driven axles with two traction tires give the model high tractive effort. The lighting of the headlamps and the rear lights is realized using LEDs, whose color (red or white) changes with the direction of travel. The cab lighting can be switched digitally. The model is equipped with a locomotive sound decoder and with a big loud-speaker. The decoder has 23 switchable functions. Many sounds and light functions that are typical for a locomotive can be switched digitally. Sound is also possible in analog mode – only engine noise.



51564 Electric Locomotive Sound BR 187 Railpool VI

51565  Electric Locomotive Sound BR 187 Railpool VI, 3 Rail AC

The prototype:

In June 2010, Siemens Rail Systems announced a family of locomotives, which included both electric and diesel variants that are derived from the same base design, under the name "Vectron". The electric locomotives were designed as replacement for the well-known EuroSprinter and its further development ES 2007. The diesel-electric Vectron DE is available with a power of 2.4 MW and a maximum speed of 160 km/h. It is a further development of the Eurorunner.

In December 2010, the Company Railpool, a German leasing company, ordered six locomotives from this product family. These locomotives that are intended for international traffic between Germany, Austria and Hungary, with 15 kV at 16.7 Hz for a maximum speed of 200 km/h, have a power output of 6400 kW. The first locomotive was taken over by Railpool on 19 December 2012.

The model:

With the H0 model of the electric and diesel locomotive Vectron 193, PIKO answers the current wishes of the more and more numerous PIKO fans who, as system operators and collectors, have chosen models of the most modern railway technology. With the Vectron, PIKO offers a high-precision manufactured model that disposes, besides a steady frame made of zinc die-cast and the approved PIKO standards, also of numerous extras. The approved PIKO motor provides excellent running characteristics with two large flywheel masses. The traction of the locomotive that is driven over all four axles is reinforced via two traction tires that are located in diagonal arrangement on the inside running axles of both bogies. The lighting of the headlamps and the rear lights is realized using LEDs, whose color (red or white) changes with the direction of travel. The elegant outer appearance of this model includes an exactly reproduced "roof landscape" and carefully detailed bogies with prototypical wheel disc profiles. The different lengths of the electric and the diesel versions have also been taken into account at the model.



59985 Diesel Locomotive Vectron 247 Siemens VI

59885  Diesel Locomotive Vectron 247 Siemens VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 193 VECTRON

PIKO

NEW MOLD
2016



Picture: CAPTRAIN

59982 Electric Locomotive Vectron 193 "Captrain" VI, w 4 Panto
59882  Electric Locomotive Vectron 193 "Captrain" VI, w 4 Panto, 3 Rail AC

suitable accessories:

Sound modul for Diesel Vectron:

56353 Loco Sound Decoder w
Loudspeaker (see page 362)

Sound modul for Electric Vectron:

56344 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

For all E-Locos Vectron:



For the Diesel Vectron:



All  -Version: 



59970 Electric Locomotive BR 193 Railpool VI
59870  Electric Locomotive BR 193 Railpool VI, 3 Rail AC



59971 Electric Locomotive BR 193 MRCE VI
59871  Electric Locomotive BR 193 MRCE VI, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 193 VECTRON



59973 Electric Locomotive Vectron 193 boxXpress VI

59873  Electric Locomotive Vectron 193 boxXpress VI, 3 Rail AC



Exclusive model -
only available in Italy

97717 Electric Locomotive Vectron 193 Fuori Muro VI



NEW
2016



59981 Electric Locomotive Vectron 193 "MGW" VI

59881  Electric Locomotive Vectron 193 "MGW" VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 193 VECTRON

PIKO



- ☒ 59977 Electric Locomotive Vectron BR 193 Rail Services VI
- ☒ 59877 ☒ Electric Locomotive Vectron BR 193 Rail Services VI, 3 Rail AC

**NEW
2016**

Exclusive model -
only available in Finland



DETAIL:
sulfur colored wheel discs

suitable accessories:

- # 56344 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

For all Vectron locomotives:



All ☒ -Version: ☒



- ☒ 97724 Electric Locomotive Vectron BR 193 "SIEMENS 160" VI
- ☒ 97725 ☒ Electric Locomotive Vectron BR 193 "SIEMENS 160" VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 193 VECTRON



✘ 59976 Electric Locomotive BR 193 ELL/SBB Cargo VI

59876 ☑ Electric Locomotive Vectron BR 193 ELL/SBB Cargo VI, 3 Rail AC



✘ 59979 Electric Locomotive Vectron 193 Easy Spares VI

✘ 59879 ☑ Electric Locomotive Vectron 193 Easy Spares VI, 3 Rail AC



59974 Electric Locomotive Vectron 193 ELL VI

59874 ☑ Electric Locomotive Vectron 193 ELL VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 193 VECTRON

PIKO

NEW MOLD
2016



Picture: Herbert Pfoser

59980 Electric Locomotive Vectron 193 Regiojet CZ VI, w 4 Panto

59880  Electric Locomotive Vectron 193 Regiojet CZ VI, w 4 Panto, 3 Rail AC



suitable accessories:

56344 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

For all Vectron locomotives:



All  -Version: 



  59978 Electric Locomotive Vectron BR 193 WLC VI

  59878  Electric Locomotive Vectron BR 193 WLC VI, 3 Rail AC

ELECTRIC LOCOMOTIVE RH 1216



59913 Electric Locomotive RH 1216 ZSR VI
 59813  Electric Locomotive RH 1216 ZSR VI,
 3 Rail AC



59909 Electric Locomotive
 RH 1216 "ADRIA" VI



59900 Electric Locomotive RH 1216 234 ÖBB VI
 59800  Electric Locomotive RH 1216 234 ÖBB VI, 3 Rail AC



59907 Electric Locomotive RH 1216
 Cargo-Serv VI



59910 Electric Locomotive BR 183 "Train of Ideas" VI

NEW
 2016



59914 Electric Locomotive RH 1216 Railjet VI
 59814  Electric Locomotive RH 1216 Railjet VI, 3 Rail AC

Picture shows actual
 size of the model

ELECTRIC LOCOMOTIVE RH 1216

PIKO



Picture: Herbert Pfoser

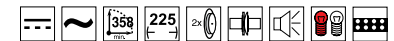
**NEW
2016**



suitable accessories:

sound module for RH 1216:
56196 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All RH 1216:



All  -Version: 

-  **58131 Set Electric Locomotive RH 1216 and 3 Railjet Passenger Cars ÖBB VI**
-  **58132  Set Electric Locomotive RH 1216 and 3 Railjet Passenger Cars ÖBB VI, 3 Rail AC**



Other corresponding models of Railjet passenger cars can be found on page 230.



The sides of the loco are printed like
in the original with different decoration.



-  **59911 Electric Locomotive RH 1216 955
„WLC ROLAND“ VI**
-  **59811  Electric Locomotive RH 1216 955
„WLC ROLAND“ VI, 3 Rail AC**



-  **59903 Electric Locomotive RH 1216 "WLB" VI**
-  **59803  Electric Locomotive RH 1216 "WLB" VI,
3 Rail AC**



- 59904 Electric Locomotive BR 183 002 "ARRIVA" VI**
- 59804  Electric Locomotive BR 183 002 "ARRIVA" VI,
3 Rail AC**

ELECTRIC LOCOMOTIVE EU/EP 07 PKP

NEW
2016 96366 Electric Locomotive EP 08-006 PKP Cargo VNEW
2016 96367 Electric Locomotive EP 07-345 PKP Cargo VNEW
2016 96369 Electric Locomotive EP 07-314 PKP VNEW
2016 96368 Electric Locomotive EP 06-10 PKP VPicture shows actual
size of the model

ELECTRIC LOCOMOTIVE EU/EP 07 PKP

PIKO

In the 1950s, the PKP (Polish State Railways) accelerated the electrification of its main lines and purchased on a larger scale suitable electric locomotives. At the beginning, the PKP was dependent on the procurement of foreign constructions for lack of experience in building electric vehicles; however, the locomotives were largely produced under license in Poland. As a further development of the EU06, which was likewise built under license, the universal series –EU07 followed at the beginning of the 1960s, which was based on English designs, and which is together with its sub-series the most built locomotive family at the Polish four-axle electric locomotives.

The EU/EP07 by PIKO convinces as model of the Expert series with many applied parts, such as signal horns and roof antennas. The model has detached handle bars and stairs and faithful reproductions of the buffers. The heavy frame made of zinc die-cast and the motor with two large flywheel masses provide excellent running characteristics and a high traction. The model has got a PluX interface and is prepared for a retrofit with sound.

suitable accessories:

- # 56352 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

All PKP EU/EP 07:



**NEW
2016**



Picture: Sebastian Objazdowski



96372 Electric Locomotive EU 07-169 PR VI

**NEW
2016**



96373 Electric Locomotive EU 07-161 PKP IV

The prototype:

From 1977 to 1980, the company Cegielski from Poznan supplied under the series designation ET 41 a total of 200 electric double locomotives for the heavy freight train service of the Polish State Railways PKP. The high-performance locomotives were formed by combining two locomotives, their design was based on the single unit EU 07. Instead of the cab now missing at the close coupler ends, ballast is used to increase the adhesive weight. For the freight train service, the frame was simplified and strengthened. Being equipped with traction motors of the ET 22, the ET 41 achieved a continuous rating of 4000 kW and reached a top speed of 125 km/h – even pulling heavy trains. In daily operation, there was a broad range of applications for the ET 41. To date, it has proven highly successful in heavy mountain service in southern Poland in particular.



DETAIL

**NEW
2016**

96370 Electric Locomotive ET 41-144 PKP Cargo V

ELECTRIC LOCOMOTIVE ET 41 PKP

PIKO

**NEW
2016**



Picture: Ryszard Boduszek

 **96371 Electric Locomotive ET 41-171 PKP V**

The model:

The PIKO ET 41 represents, as the large original, a clear, robust and low-maintenance design. As a double locomotive, the PIKO model consists of a vehicle segment with drive and a segment without drive. Thanks to the powerful motor furnished with two precisely balanced flywheels and the cardan shaft drives on the two trucks, the PIKO ET 41 has very balanced running characteristics. The high own weight ensures, in interaction with the diagonal traction tires of the internal axles of the driven bogies, prototypically high tractive forces. Since the four axles of the non-driven segment serve for current collection as well and both segments are connected via a live close coupler, the PIKO model comes with an extraordinarily secure current collection via a total of 16 wheels. The model is prepared for digital operation and sound retrofitting. As a special feature, the shunting light can be switched in accordance with valid PKP regulations.

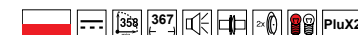
suitable accessories:

56352 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

For Locomotive ET 41 PKP:



RAIL CAR Z 9600 SNCF

The prototype:

From 1980 to 1984, the SNCF received a total of 73 local transport multiple units Z7300 for their 1.5 kV DC rail network. The vehicles, which reach a speed of up to 160 km/h are mainly used in the local passenger traffic, have got large access doors and non-subdivided passenger compartment with a total of up to 151 seats. Between 1983 and 1984, 20 further units were put into service as Z9500. These units were designed for the 15kV and 25kV current systems, in order to ensure the train operation also to Luxembourg and to Switzerland. From 1986 to 1988, 22 multiple units followed again as Z11500 for the 1.5 kV current system. This last series can be recognized by its changed roof equipment.

The model:

The PIKO models of the Z2 family have got all relevant details of their concrete originals and represent convincingly the distinctive head shape. The multiple unit # 96403 has got prototypically two pantographs. As Expert model, the vehicles include a motor with two flywheel masses, a PLUX interface, and are prepared for sound and the installation of a sound decoder with the largest possible loudspeaker. Furthermore, the multiple units are provided with built-in interior and lighting driver's cab lighting. The front lighting at both vehicles can be switched digitally and analog respectively (for multiple-unit operation). The model Modell has got a change of lights red/white depending on the direction of travel, close coupler kinematics at both vehicles on the front and the rear, and an enclosed special coupling for multiple-unit operation in form of a coupled Scharfenberg coupler mockup. The trafficable minimum radius is 358 mm.

NEW MOLD
2016



-  96400 Electrical multiple unit Z 9600 SNCF V, origine, Mützenlogo
-  96401 Electrical multiple unit Z 9600 SNCF V, 3 Rail AC, origine, Mützenlogo
- 96402 Electrical multiple unit Sound Z 9600 SNCF V, origine , Mützenlogo 

RAIL CAR Z 9600 SNCF

PIKO

**NEW MOLD
2016**



-  96403 Electrical multiple unit Z 9600 SNCF V, Pays de la Loire, Bleu Isabelle
-  96404 Electrical multiple unit Sound Z 9600 SNCF V, Pays de la Loire, Bleu Isabelle 

The model:

The PIKO model #96403 has got all prototypical details of the original at casing, roof equipment, painting and print design. The multiple unit has got a prototypical pantograph on top of the control car.

In the mechanical, electrical and electronic construction, the model execution is based on the model #96400

**Exclusive model -
only available in France**

suitable accessories:

- # 56365 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

All Rail Cars:

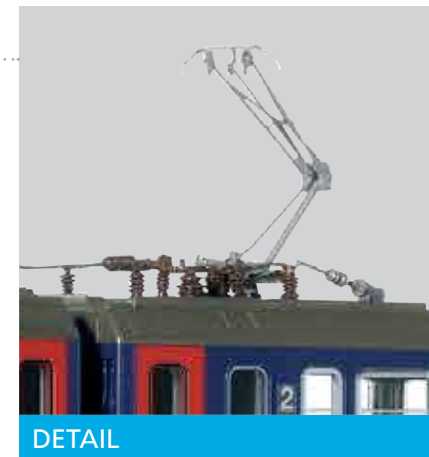


All  -Version: 

All Soundloco: 



**Exclusive model -
only available in France**



DETAIL

RAIL CAR Z 7300 SNCF

NEW MOLD

2016



Picture: JM Louvet



96405 Electrical multiple unit Z 7357 SNCF VI, Languedoc Roussillon

96406 Electrical multiple unit Sound Z 7357 SNCF VI, Languedoc Roussillon

**Exclusive model -**
only available in France**The model:**

The PIKO model #96405 has got all prototypical details of the original at casing, roof equipment, painting and print design. The multiple unit has got a prototypical pantograph on top of the motor car. In the mechanical, electrical and electronical construction, the model execution does not differ from the construction of the model #96400.

RAIL CAR Z 2000 CFL

PIKO

NEW MOLD
2016



Picture: JM Louvet

-  96407 Electrical multiple unit Z 2002 CFL VI
-  96408  Electrical multiple unit Z 2002 CFL VI, 3 Rail AC
- 96409 Electrical multiple unit Sound Z 2002 CFL VI 

Exclusive model -
only available in Luxembourg

suitable accessories:

- # 56365 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

All Rail Cars:



All  -Version: 

All Soundloco: 

The model:

The PIKO model #96407 has got all prototypical details of the original at casing, roof equipment, painting and print design. The multiple unit has got a prototypical pantograph on top of the motor car. In the mechanical, electrical and electronical construction, the model execution does not differ from the construction of the model #96400.

COMMUTER TRAIN BR 442 "TALENT 2"

- precise technology
- excellent ride characteristics
- motor flywheel mass
- decoder interface compliant with NEM 652
- prepared for sound
- delicate roof fittings
- roof-mounted pantograph made of metal
- elaborate coloring
- realistic, very precise inscription

INFO

The model:

With the type series 442, PIKO has dedicated itself again to a very modern, electric multiple unit. In order to reproduce the high attractiveness which distinguishes the original, no compromises were allowed for the model. If it is the futuristic shape of the car ends of the multiple units, the numerous separately attached details of the vehicle casing, the separately inserted windows, the interior decoration or the electrical equipment that is concentrated on the roof – the Talent model reproduces exactly the original. The inner values are in no way inferior to the external appearance. The driving torque is transferred from the motor by a constructively elegant cardan shaft drive to four wheel sets, which ensures pleasantly quiet driving noises for the multiple unit, with great running characteristics. The PIKO model is available with two, three, four and five parts and disposes of all standards of the Expert series.

NEW
2016



59507 3-Unit EMU BR 442 "Talent 2" Abellio VI
59307 3-Unit EMU BR 442 "Talent 2" Abellio VI, 3 Rail AC

picture shows
design sample

COMMUTER TRAIN BR 442 "TALENT 2"

PIKO

Multiple units can be connected
using the enclosed special coupler



59502 2-Unit EMU BR 442 "Talent 2 - Cottbus" DB AG VI
59302 2-Unit EMU BR 442 "Talent 2 - Cottbus" DB AG VI, 3 Rail AC



suitable accessories:

sound module for BR 442:
56195 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

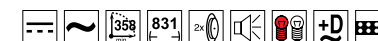


COMMUTER TRAIN BR 442 "TALENT 2"



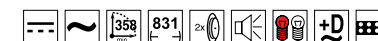
59505 4-Unit EMU BR 442 "Talent 2 - S-Bahn Mitteldeutschland" DB AG VI

59305 4-Unit EMU BR 442 "Talent 2 - S-Bahn Mitteldeutschland" DB AG VI, 3 Rail AC



59506 4-Unit EMU BR 442 "Talent 2 - S-Bahn-Nürnberg" DB AG VI

59306 4-Unit EMU BR 442 "Talent 2 - S-Bahn-Nürnberg" DB AG VI, 3 Rail AC



59503 5-Unit EMU BR 442 "Talent 2 - Franken-Thüringen-Express" DB AG VI

59303 5-Unit EMU BR 442 "Talent 2 - Franken-Thüringen-Express" DB AG VI, 3 Rail AC

COMMUTER TRAIN BR 442 "TALENT 2"

PIKO

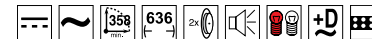
Multiple units can be connected using the enclosed special coupler

suitable accessories:

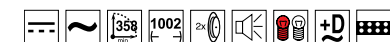
sound module for BR 442:
56195 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.



59504 3-Unit EMU BR 442 "Talent 2 - Rhein-Sieg" DB AG VI
59304 3-Unit EMU BR 442 "Talent 2 - Rhein-Sieg" DB AG VI, 3 Rail AC



59501 4-Unit EMU BR 442 "Talent 2 - Mosel" DB AG VI
59301 4-Unit EMU BR 442 "Talent 2 - Mosel" DB AG VI, 3 Rail AC



COMMUTER TRAIN BR 440

The series 440 is an electric multiple unit of the ET platform "Coradia Lirex" by Alstom LHB. The trains represent a further development of the new suburban trains X60 for Stockholm. The first customer for the 440 is the Deutsche Bahn, which has ordered 37 four-car trains for the "E-Netz Augsburg", the Fugger-Express, and uses them since the beginning of 2009. Furthermore, six 4-car trains and six 5-car trains run since May 2010 on the route between Passau and Munich. For the "E-Netz Würzburg" that has been contracted out in a competition the Deutsche Bahn purchased twenty-two 3-car and five 4-car electric multiple units of the series 440.

NEW
2016

59995 3-Unit EMU BR 440 Agilis VI
59895 3-Unit EMU BR 440 Agilis VI, 3 Rail AC



59990 4-Unit EMU BR 440 DB AG VI
59890 4-Unit EMU BR 440 DB AG VI, 3 Rail AC

COMMUTER TRAIN BR 440

PIKO

The new vehicles are in use in regional rail transport on the routes starting from Würzburg to Nuremberg, Bamberg, Treuchtlingen and Gemünden/Lohr/Schlüchtern. In addition, there are four 3-part trains for the use between Nuremberg and Neustadt (Aisch), a rail connection, which originally was a part of the "Dieselnetz Nürnberg". Currently, a total of 218 units are in scheduled operation in Germany in various configurations and with speeds of up to 160 km/h.

Multiple units can be connected using the enclosed special coupler

suitable accessories:

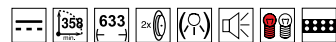
sound module for BR 440:

56195 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

**The multiple units BR 440 are
prepared for the upgrade with
interior lighting.
(for DC- and AC-models):**

LED-Interior Lighting:

56145 (Control Car - see page 366)
56146 (Middle Car - see page 366)



COMMUTER TRAIN BR 440

The series 440 is an electric multiple unit of the ET platform "Coradia Lirex" by Alstom LHB. The trains represent a further development of the new suburban trains X60 for Stockholm. The first customer for the 440 is the Deutsche Bahn, which has ordered 37 four-car trains for the "E-Netz Augsburg", the Fugger-Express, and uses them since the beginning of 2009. Furthermore, six 4-car trains and six 5-car trains run since May 2010 on the route between Passau and Munich. For the "E-Netz Würzburg" that has been contracted out in a competition the Deutsche Bahn purchased twenty-two 3-car and five 4-car electric multiple units of the series 440. The new rail cars are to be used in regional traffic on the routes from Würzburg to Nurnberg, Bamberg, Treuchtlingen and Gemünden/Lohr/Schlüchtern. In addition, there are four 3-car trains for the use between Nurnberg and Neustadt (Aisch), a connection that originally was part of the "Dieselnetz Nürnberg". Since December 2010, the 440 will be deployed also on the remaining routes.



59994 5-Unit EMU BR 440 NordWestBahn VI

59894 5-Unit EMU BR 440 NordWestBahn VI, 3 Rail AC



59992 5-Unit EMU BR 440 DB AG VI

COMMUTER TRAIN BR 440

PIKO

Multiple units can be connected
using the enclosed special coupler

suitable accessories:

sound module for BR 440:

56195 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

The multiple units BR 440 are
prepared for the upgrade with
interior lighting.
(for DC- and AC-models):

LED-Interior Lighting:

56145 (Control Car - see page 366)
56146 (Middle Car - see page 366)



DIESEL LOCOMOTIVE V 23 / BR 102.0

The model:

The PIKO model of the V 23 is as versatile as the model of the BR 101. It can be used for switching assignments or as industrial switcher. It can pull longer freight or passenger trains than the BR 101. The PIKO model has excellent running characteristics at low speeds. In order to achieve these the motor is equipped with a precisely machined flywheel. Due to its die-cast frame, gearbox and hood the compact model is robust and has high tractive effort. Detail parts like grab rails, windshield wipers and horns are modeled prototypically and some are applied separately. Additionally the model is equipped with robust and hardwearing metal side rods. The minimum recommended radius for the locomotive is 358 mm. It is equipped with close coupler kinematics and white /red directional lighting.



52544 Diesel Locomotive Sound BR 102 DR IV, orange
52545 Diesel Locomotive Sound BR 102 DR IV, orange, 3 Rail AC

Picture shows actual size of the model

NEW
2016



52548 Diesel Locomotive V 23 DR III
52549 Diesel Locomotive V 23 DR III, 3 Rail AC

Picture shows actual size of the model



52542 Diesel Locomotive V 23 DR III
52543 Diesel Locomotive V 23 DR III, 3 Rail AC

Picture shows actual size of the model

DIESEL LOCOMOTIVE BR 101

PIKO



DETAIL

The model:

The PIKO model of the BR 101 is a versatile locomotive that can be used for switching assignments or as industrial switcher. Until the late seventies the BR 101 could be found on branch lines hauling short trains consisting of two to three freight or passenger cars. Thus it is the ideal prototype for model train enthusiasts with small layouts. As befits a switcher the PIKO model has excellent low speed running characteristics. In order to achieve these the motor is equipped with a precisely machined flywheel. Due to its die-cast frame, gearbox and hood the compact model is robust and has high tractive effort while still showing details like grab rails, windshield wipers and horn. Additionally the model is equipped with robust and hardwearing metal side rods. The minimum recommended radius for the locomotive is 358 mm. It is equipped with close coupler kinematics and white/red directional lighting.

suitable accessories:

- # 56351 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

All BR 101 / V23:



All -Version:

For Soundloco:



52540 Diesel Locomotive BR 101 DR IV
52541 Diesel Locomotive BR 101 DR IV, 3 Rail AC

Picture shows actual
size of the model

NEW MOLD
2016



52546 Diesel Locomotive BR 101 DR IV
52547 Diesel Locomotive BR 101 DR IV, 3 Rail AC

Picture shows actual
size of the model

NEW MOLD
2016



52630 Diesel Locomotive BR 102.1 DR IV

52631 ☒ Diesel Locomotive BR 102.1 DR IV, 3 Rail AC

The prototype:

The two-axle diesel-hydraulic locomotives of the BR 102.1 series were based on the production series V 23.0 (later BR 102.0) which were delivered in the last years of the 1960s. The DR combined their demand for more new machines in this engine power class with a constructive revision, whereby a new engine type was developed. Because of the same drive system which was used for the BR 102.0, the new version got the name 102.1 although the look was completely different: It was bigger, displayed a modern shape, and was delivered in the orange paint scheme, like the BR 106 series received in 1970. By increasing the wheelbase, the loco became longer, by about one meter. In 1970/71, 157 examples were delivered and the fleet 2-axle loco proved itself well. They could also be used (because of their 220 HP motors) on the main routes of branch lines. A few examples (often called "postboxes" and "gazebos") received new paint schemes, were placed in the BR 312 series of the DB AG, and remained in service until 2001.

DIESEL LOCOMOTIVE BR 102.1

PIKO

NEW MOLD

2016



Picture: R. Lehmann

52632 Diesel Locomotive BR 312 DB AG V

52633  Diesel Locomotive BR 312 DB AG V, 3 Rail AC

The model:

In developing a new model, PIKO created an up-to-date, finely detailed, smooth-running BR 102.1, capable of being equipped with a modern digital decoder, thus answering the wishes of many HO train enthusiasts. As an Expert model, the PIKO 102.1 includes a motor with a precision-balanced flywheel.

The automatic light change (white/red) according to the direction of travel also features a separately switchable red "tail light".

A driver's cab light makes prototypical night operation possible and the model offers also a PluX-interface including sound decoder capability for digital operation. Separately-applied handgrabs and elaborate etched metal rails underscore the upmarket appearance of the PIKO model.

suitable accessories:

56362 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All BR 102:



All  -Version: 

DIESEL LOCOMOTIVE BR 102.1

NEW MOLD
2016

All BR 102:

All  -Version: For Soundloco:  

52634 Diesel Locomotive Sound BR 102.1 DR IV

52635  Diesel Locomotive Sound BR 102.1 DR IV, 3 Rail AC**The model:**

As an Expert model, the PIKO BR 102.1 received a motor with precisely balanced flywheel. Because of the automatic change of lights white/red, the red "rear light" can be switched off separately. The driver's cab lighting allows a prototypical night operation. The locomotive sound decoder that has been installed in the factory supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and M4.

The decoder is adjusted to the locomotive type and has up to 28 switchable functions. Many sounds that are typical for a locomotive, such as engine noise, signal horns, squealing brakes and other ones, can be selected individually. The rear light can be separately switched. Sound is also possible in analog mode – only engine noise.

Picture: R. Lehmann

DIESEL LOCOMOTIVE BR 106.0-1

The prototype:

After the Deutsche Reichsbahn requested a diesel shunter with 600 to 800 PS in the mid-1950s, the VEB Lokomotivbau "Karl Marx" in Potsdam-Babelsberg delivered the two V 6010 prototypes V 60 1001 and V 60 1002 in December, 1958, whose trial run was followed by an initial batch, a small batch and, from 1961, a larger batch up to the locomotive V 60 1170. Despite a few teething problems, the V 6010 has proven as a conceptually and constructively ideal shunter which could be used in front of both near-freight trains and local railways. The locomotive crews only criticized the not yet optimally designed driver's cab which, amongst others, did not offer sufficient protection against sunlight and rain. Adjustments were also necessary at the car parts and the drive of the V 6010. Therefore, the follow-up model V 6012 was already developed while the series was being delivered. Overall however, the older of the two V 60 designs has proven very successful; the last models disappeared from the stock of the DR or rather the DB AG only after 1990. Some private railroad companies are still using the V 6010 today.



59428 Diesel Locomotive BR 106.0-1 DR IV

59228  Diesel Locomotive BR 106.0-1 DR IV, 3 Rail AC

NEW
2016



59434 Diesel Locomotive V 60.0 DR III

59234  Diesel Locomotive V 60.0 DR III, 3 Rail AC

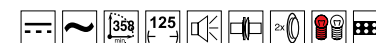
Picture shows actual
size of the model

suitable accessories:

sound module for BR 106:

56320 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All BR 106:



All  -Version: 

DIESEL LOCOMOTIVE BR 106.2-8



59420 Diesel Locomotive 344 DR IV / V
 59220  Diesel Locomotive 344 DR IV / V, 3 Rail AC



59425 Diesel Locomotive V 60.2 "Uwe Adam" VI



59427 Diesel Locomotive BR 106 ČD IV / V



59429 Diesel Locomotive BR 106.2 DR Ep. IV
 59229  Diesel Locomotive BR 106.2 DR Ep. IV, 3 Rail AC

Picture shows actual
size of the model



DETAILS:

- Short roof
- Headlight on top
- Shunting antenna
- Fan louvre

DIESEL LOCOMOTIVE BR 106.2-8

PIKO

The prototype:

After the Deutsche Reichsbahn had gained important operating experience with the shunter V 6010 in the beginning of the 1960s, the machine, which was established in principle, was optimized constructively: the result, the V 6012, differed from the V 6010 in the new driver's cab which occupied the entire width of the frame. The roof was extended towards the front and the back as protection against sunlight and rain. The side windows were equipped with rain shields, as well. Now, the front end had three, and the back end had two double doors. The top A-headlight was located at both front ends.

Until 1969, the DR had taken over 410 V 6012, which were designated as 106.2-9 from 1 June, 1970. Because no further serial number of the range 106 was available after 106 999 (1975), new machines were classified as type series 105. The procurement ended in December, 1982 with 105 165 and there was almost no rail yard which did not have the V 60.

As a robust, indestructible locomotive, it was running on numerous industrial railroads and industrial sidings and it had proven successful with export customers in Egypt, Algeria, Bulgaria, Greece, Italy, Yugoslavia, Austria, Romania and Czechoslovakia. In the beginning of the 1990s, 80 DR locomotives were fitted with an optimized diesel engine. While these machines were designated as type series 344 with the introduction of uniform serial numbers from 1992, the type series 105 and 106 received the digit sequences 345 and 346.



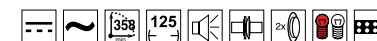
59421 Diesel Locomotive V 60.7 HVLE VI

suitable accessories:

sound module for BR 106:

56320 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All BR 106:



All -Version:



-  59432 Diesel Locomotive V 60.12 DR III
- 59232  Diesel Locomotive V 60.12 DR III, 3 Rail AC

Picture shows actual
size of the model

The model:

As part of the Expert range, the completely new developed basic model of the V 6012 convinces with a clear, robust and functionally reliable basic structure. Together with the flywheel mass motor, the robust frame made of zinc die-cast ensures precisely controllable running characteristics which turn the model into a real shunter. All four axles are driven. The current is collected in all eight wheels, two of which are equipped with traction tires. The first and the third axle are equipped with coil suspensions in order to press the wheels onto the track. The finely detailed running gear shows filigree wheel sets, accurately designed jack shaft counterbalances, and connecting rods or coupling rods made of metal.

As standard characteristic of the PIKO Expert range, the model of the V 6012 is equipped with close coupler kinematics, a digital interface and illumination which changes red/white with the travel direction. A special recess is provided in the metal cover of the motor and the gear for the decoder; furthermore, the upgrade with sound is prepared.

suitable accessories:

sound module for BR 106:

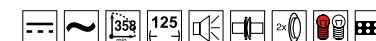
56320 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.



DETAILS:

- Long roof
- Headlight at the front end
- Shunting antenna
- Fan louver

All BR 106:



All -Version: +D



59433 Diesel Locomotive BR 106 ČD IV

Picture shows actual
size of the model

DIESEL LOCOMOTIVE BR 118 GFK

PIKO

The series V180 was the largest Diesel locomotive built in the GDR for the Deutsche Reichsbahn and appeared in a four-axle and a six-axle version. However, the sub-series hardly differed from each other.

In 1965, the V180 059 was presented, the first special version with a so-called glass-fiber driver's cab. In 1966, with V 180 131 and V 180 203, two other locomotives with glass-fiber driver's cab followed. However, contrary to the laterally rounded windowpanes of the V180 059, they got multiple split front and side windows.

The reconstruction of the six-axle V180 203 represents with multiple split front and side windows represents prototypically the distinctive appearance of its locomotive original. Thanks to its powerful motor with two flywheel masses, the model has excellent running characteristics and a high traction. Moreover, the model of the V180 203 still has got all standards that are usual for the PIKO Expert series.

suitable accessories:

56354 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All BR 118 GFK:



All  -Version: 

NEW MOLD

2016



52574 Diesel Locomotive V 180 203 GFK DR III, 6-Axle

52575  Diesel Locomotive V 180 203 GFK DR III, 6-Axle, 3 Rail AC

The prototype:

Die V 180 was released in versions with four and with six axles. However, V 180.0, V 180.1 and V 180.2-4 hardly differ from each other, with the exception of the bogies and the lateral windows as well as the ventilation grilles. In 1965, the V 180 059 was presented as first special version in a new design concept with the roof and the front wall made of glass-fibre reinforced polyester and an anti-glare design thanks to front-windows that are steeply inclined forwards. In addition to a long-term test for the usability of plastics, it was also about a more attractive appearance. In 1966, two other locomotives with driver's cabs made of glass-fibre reinforced polyester (GRP) followed, which had been acquired as V 180 131 and V 180 20. But in contrast to the laterally rounded windows of the V 180 059, they got multiple-divided front and side windows. In 1970, V 180 131 had been renamed as 118 131-2.

The model:

The new mold for the 118 131-2 with its multi-part front and side windows correctly reproduces the characteristic appearance of the V 180 with GfP-cabs. The 118 131-2 has a well laid out, reliable and low maintenance design, just like the PIKO model of the standard V 180. The strong motor with its dual flywheels that drives the two axle trucks via Cardan shafts gives the model its well-balanced running characteristics. The trucks two inner axles are equipped with diagonally applied traction tires. In conjunction with the proven drive train they are responsible for the model's high tractive effort. The model of the 118 131-2 is equipped with all PIKO Expert line standard features.



DETAIL

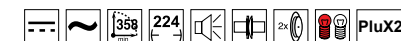
suitable accessories:

56354 Loco Sound Decoder w Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16 (siehe Seite 361)

All BR 118 GfK:



All -Version:

All Soundloco:



52572 Diesel Locomotive Sound V 200 117 GfK DR III, 4-Axle

52573 Diesel Locomotive Sound V 200 117 GfK DR III, 4-Axle, 3 Rail AC



52570 Diesel Locomotive 118 131-2 GfK V, 4-Axle

52571 Diesel Locomotive 118 131-2 GfK V, 4-Axle, 3 Rail AC

DIESEL LOCOMOTIVE BR 118

PIKO



59567 Diesel Locomotive D05 Regentalbahn V
59367  Diesel Locomotive D05 Regentalbahn V, 3 Rail AC



59560 Diesel Locomotive 118 DR IV, 4-Axle
59360  Diesel Locomotive 118 DR IV, 4-Axle, 3 Rail AC
The BR 118 is, for example, an authentic locomotive for the
PIKO double-decker articulated trains (see page 272).

suitable accessories:

sound module for BR 118:
56197 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All BR 118:



All  -Version: 

NEW
2016



59588 Diesel Locomotive BR 118 Leuna Werke DR IV, 6-Axle
59388  Diesel Locomotive BR 118 Leuna Werke DR IV, 6-Axle, 3 Rail AC

Picture shows actual
size of the model

The model:

The completely new developed H0 model convinces with a well laid out, reliable and low-maintenance construction. Thanks to the powerful motor that is equipped with two precisely balanced flywheels and the elegant cardan shaft drives to the four-axle and six-axle bogies respectively, the PIKO V 180 shows balanced running characteristics in all speed ranges. On the two inside running axes of the trucks, there are two wheels with traction tires in diagonal arrangement to each other. In combination with the well-engineered drive concept, they ensure high tractive effort. The robust, reliable model is delivered by PIKO in all variations of shapes and colors that are known from the original. In addition to the numerous, separately attached parts, the precisely engraved sections, such as fan grilles, doorknobs, handle bars and windshield wipers, create the impression of detached details. All model versions of the V 180 have got the standards that are customary for the PIKO Expert series.



59585 Diesel Locomotive BR 228 DB AG V, 6-Axle



59586 Diesel Locomotive "WAB" 24 V, 6-Axle

59386 Diesel Locomotive "WAB" 24 V, 6-Axle, 3 Rail AC



59587 Diesel Locomotive V 180 DR Ep. III, 6-Axle

59387 Diesel Locomotive V 180 DR Ep. III, 6-Axle, 3 Rail AC



59580 Diesel Locomotive 118.4 DR VI, 6-Axle

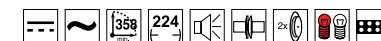
59380 Diesel Locomotive 118.4 DR VI, 6-Axle, 3 Rail AC

suitable accessories:

sound module for BR 118:

56197 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All BR 118:



All -Version: +D

DIESEL LOCOMOTIVE BR 119

PIKO

The model:

The completely new developed H0 model of the type series 119/219 was derived by PIKO, like the original, from the functionally reliable construction of the V 180. Since this had been done with constructive consequence and in high constructional quality, no PIKO model railroader must worry (like the DR locomotive engineers at that time) about the reliability of his 119/219. On the contrary: thanks to the powerful motor that is equipped with two precisely balanced flywheels, the PIKO model of the 119/219 convinces with balanced running characteristics and considerable traction. The color and shape design of the loco that is called "U-boat" because of its bull's eyes are in no way inferior to its fine mechanical precision. PIKO delivers both the older Version with the overhanging roof and the successor series without overhanging roof with the third head light beneath the driver's cab window, in all color variants that are known from DR and DB AG.

suitable accessories:

sound module for BR 119:

56197 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All BR 119:



All -Version:

For Soundloco:



59932 Diesel Locomotive 119 DR IV
59832 Diesel Locomotive 119 DR IV, 3 Rail AC



59933 Diesel Locomotive BR 219 DB AG V



59938 Diesel Locomotive Sound BR 219 DB AG VI, Museum Loco
59838 Diesel Locomotive Sound BR 219 DB AG VI, Museum Loco, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE BR 119



59930 Diesel Locomotive BR 119 DR IV
59830 ☒ Diesel Locomotive BR 119 DR IV, 3 Rail AC



59935 Diesel Locomotive BR 119 DR IV



59934 Diesel Locomotive 119 DR IV
59834 ☒ Diesel Locomotive 119 DR IV, 3 Rail AC

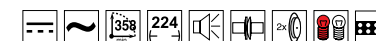


59937 Diesel Locomotive BR 119 "Regentalbahn" V

suitable accessories:

sound module for BR 119:
56197 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All BR 119:



All ☒ -Version: ☒ D

NEW
2016



59939 Diesel Locomotive BR 229 DR V
59839 ☒ Diesel Locomotive BR 229 DR V, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE BR 130

PIKO



DETAIL: E-brake



59740 Diesel Locomotive BR 130 DR IV

59741  Diesel Locomotive BR 130 DR IV, 3 Rail AC

The locomotives BR 130 001 – 036 were delivered with lighted side number boards. PIKO took this into account when developing the BR 130. Like the prototype the model has lighted side number boards.



suitable accessories:

56340 Loco Sound Decoder w Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16 (see page 361)

All BR 130:



All  -Version: 



59744 Diesel Locomotive BR 130 DR IV, E-brake

59745  Diesel Locomotive BR 130 DR IV, E-brake, 3 Rail AC



59752 Diesel Locomotive BR 131 DR IV, w snow plow

59753  Diesel Locomotive BR 131 DR IV, w snow plow, 3 Rail AC

DIESEL LOCOMOTIVE BR 130

The original:

Because the "Deutsche Reichsbahn" could not dieselize solely with diesel-hydraulic engines from GDR production, it imported as of 1970 the first diesel-electric engines of the type series 130 from Lugansk in the then Soviet Union. With its total power of 3000 PS and a maximum speed of 140 km/h (87 mph), the giant red powerhouses surpassed all present locomotive types of the DR. These locomotives that had been proven in hard test operation from the beginning in the heavy freight train service, but occasionally also in front of heavy fast trains were already soon regarded as tough, resilient engines. From them, the today already legendary series 131, 132 and 142 of the DR as well as the 233, 234 and 241 of the DB AG were developed.

The model:

The PIKO model of the locomotive 130 004-5 represents the first, consequently prototypical H0 model of the DR series 130 ever. In accordance with the selected originals, the PIKO 130s dispose of big or small front and side windows, handle bars in front of the driver's cabs and a prototypical roof design with different fans. Indeed, the 130 is a bit shorter than the series 132, but with its pulled down front skirts it appears bigger and more massive. The heavy frame made of zinc die-cast gives the PIKO model a force like the one of the original, provides excellent running characteristics and an enormous traction. Of course, the handrails at the front sides are separately applied. The motor in the machine room appears in engraved form. Fanciers of the original will be convinced by the precisely reproduced bogies including the sets of wheels.

As standard features of the "PIKO-Expert-Linie", the miniature 130 is equipped with close coupler kinematics, a motor with two large flywheel masses and a digital interface PluX22. The retrofit with sound is prepared

NEW
2016



59756 Diesel Locomotive BR 131.1 DR IV

59757  Diesel Locomotive BR 131.1 DR IV, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE BR 130 / 231

PIKO

The model:

The PIKO model of the type series represents the first, consequently prototypical H0 model of this type series ever. In accordance with the selected original, the PIKO 231 shows all modifications that the big original has had compared to the series 130, including the roof in the higher version and the additional fans. Apart from that, the model corresponds in all features to the series 130. In combination with the potash wagon, the hinged cover wagon or also the saddle floor self-unloading car by PIKO, the model railroader can create great block trains that correspond exactly to the real Reichsbahn trains.

suitable accessories:

56340 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All BR 130 / 231:



All -Version:

All -Version:



59748 Diesel Locomotive Sound BR 130 DR IV, new road number 130 005-2 and revised roof layout

59749 Diesel Locomotive Sound BR 130 DR IV, 3 Rail AC, new road number 130 005-2 and revised roof layout

Picture shows actual
size of the model

The prototype:

After the successful start of the series 130, the DR received a freight train variant as series 131, whose maximum speed was reduced to 100 km/h (62 mph) in favor of considerably higher starting tractive effort. Although this engine was only intended for heavy freight trains on routes with many steep climbs and curves, it was also used in front of fast trains starting from Erfurt to the DB route network to Bebra, where it made a great stir. Already soon, the series 131 was regarded as symbol of a powerful "mountain engine". The 76 locomotives that have been delivered in 1973, have shaped the heavy freight train service in the Thuringian Forest and could be found among others in the Harz foothills, in the Vogtland as well as in the Ore Mountains. Within the context of the standardization of the type series designation between DB and DR (1992) the 131 became the type series 231.



59754 Diesel Locomotive BR 231 012 Regentalbahn VI, split front handrail no snow plow

☒ 59755 ☒ Diesel Locomotive BR 231 012 Regentalbahn VI, 3 Rail AC, split front handrail no snow plow

suitable accessories:

56340 Loco Sound Decoder w Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16 (see page 361)

All BR 130 / 231:



All ☒ -Version: ☒



☒ 59750 Diesel Locomotive T 679.2 ČSD IV, with small side windows



☒ 59746 Diesel Locomotive BR 230 077 RTS VI, revised roof layout

DIESEL LOCOMOTIVE BR 220

PIKO

The model:

In its basic structure, the model of the series 200.0 matches exactly the V 200 (# 59700), but externally, it has a coloration and print without the raised lettering "Deutsche Bundesbahn", which has been derived thoroughgoing from the original of the epoch IV, and also the lateral garnish moldings. Prototypically, these models have the larger front hatch that the locomotives of the second series had. With the free-standing, individually applied front handrails and exactly designed bogies, the model represents the original close to reality. The heavy frame made of zinc die-cast, in interaction with the selected motor having two large flywheel masses, gives the models excellent running characteristics. The model has got a digital interface PluX22. The retrofit with sound is prepared.



59704 Diesel Locomotive BR 220 DB IV - with larger front hatch

59705 ☐ Diesel Locomotive BR 220 DB IV, 3 Rail AC - with larger front hatch

suitable accessories:

56341 Loco Sound Decoder w Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16 (see page 361)

All BR 220 / V 200:



All ☐ -Version: ☐

NEW
2016

Exclusive model -
only available in Italy



 97730 Diesel Locomotive 220.051-7 Ferrovia Suzzara Ferrara, Italia IV

Exclusive model -
only available in Italy

NEW
2016



 97731 Diesel Locomotive BR 220 "Ferrovie Padane"

Picture:
St.Lauscher - Mondo Ferroviario

DIESEL LOCOMOTIVE V 200.0

The prototype:

During more than two decades in high-demand services, the former “flagships of the economic miracle” have been changed gradually: For reasons of rational maintenance and servicing, the raised letterings and the aluminum garnish moldings were replaced by the well-known “DB cakes” which only had decorative strips. Since 1968 on their way with EDP road numbers, the locomotives of the series 200.0 were indispensable in the northern route network until the 1980s. Some locomotives got still the ocean blue/beige-colored livery. The locomotives, which were originally designed for the heavy express train service in the lowlands, could also be seen on the routes in the Black forest and in the Central German Uplands. Before their withdrawal from service, the locomotives did their jobs in front of freight trains in Emsland and in the Ruhr area.



- ☒ 59710 Diesel Locomotive V 200.0 DB III - with large front hatch
- ☒ 59711 ☐ Diesel Locomotive V 200.0 DB III - with large front hatch, 3 Rail AC



- 59708 Diesel Locomotive Sound V 200 DB III, new road number
- 59709 ☐ Diesel Locomotive Sound V 200 DB III, 3 Rail AC, new road number

Picture shows actual size of the model

DIESEL LOCOMOTIVE BR 220.0

PIKO

The prototype:

This locomotive has made history of technology! The historic breakthrough to a large diesel locomotive was achieved with the V 200, which was presented for the first time in 1953. After the five test engines had proved themselves, the DB ordered the first 50 locomotives in 1955, and another 31 ones in 1958. Named as V 200.0, the series locomotives convinced with a power of 2200 PS, which was sensational at that time, and with a maximum speed of 140 km/h. The constructive perfection of the hydraulic force transmission continued in an outer elegance that made a lasting impression on the appearance of the Deutsche Bundesbahn. Since the V 200.0 proved itself perfectly not only in the valuable fast train service, but also in front of heavy freight trains, it gained the reputation of a real multi-talent.

The model:

Being part of the Expert program, the completely newly developed H0 model convinces with a fine detailed frame made of zinc die-cast, the raised decorative strips that are typical for this series, and the likewise designed lettering "Deutsche Bundesbahn". The engine hoods, until now often neglected, appear in the right size and prototypically detailed in both design forms: as hoods that finalize flush with the casing and (as a second model variant) as slightly protruding hoods. With exactly designed bogies and wheel disc profiles, separately applied hand grips at the front sides, engraved motor shapes in the machine room and close coupler motion links, the model sets precise standards that are in no way inferior to its legendary original.

As standard features of the "PIKO-Expert-Linie", the miniature V 200 is equipped with close coupler kinematics, a motor with two large flywheels and a digital interface PluX/22. The retrofit with sound is prepared.

suitable accessories:

56341 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All BR 220 / V 200:



All -Version:

All -Version:

NEW
2016



59714 Diesel Locomotive BR 220.0 DB IV

59715 Diesel Locomotive BR 220.0 DB IV, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE V 200.0



59702 Diesel Locomotive BR 220.0 DB IV

59703 ☒ Diesel Locomotive BR 220.0 DB IV, 3 Rail AC



59706 Diesel Locomotive BR 220 DB IV - with larger front hatch

59707 ☒ Diesel Locomotive BR 220 DB IV, 3 Rail AC - with larger front hatch



59700 Diesel Locomotive V 200.0 DB III

59701 ☒ Diesel Locomotive V 200.0 DB III, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE V 200.1

PIKO

NEW MOLD
2016



Picture: Karl-Friedrich Seitz

52600 Diesel Locomotive V 200.1 DB III

52601  Diesel Locomotive V 200.1 DB III, 3 Rail AC

The prototype:

Although the V200.0 engines had proved themselves very well, it was necessary to purchase a more powerful further development of this series due to the increased traffic at the end of the 1950s. In 1960, Krauss-Maffei received an order to develop and build the V200.1. The biggest difference to the V200.0 was the use of two Daimler-Benz engines with an increased performance of 1350 PS respectively per vehicle. Further changes have resulted at the design of the roof and of the front side. The locomotives of the series V200.1 were specially intended for the use at the Allgäu Railway, the Black Forest Railway and the "Vogelfluglinie". Many of these shapely locomotives spent their last years of operation in the heavy freight train service in the Ruhr area.

The model:

The newly designed PIKO model of the BR V200.1 shows at the roof, the casing and the bogies exactly and uncompromising all optical changes compared to the previous series. In its basic construction, the new model corresponds to the already known PIKO models of the V200.0. With the detached, individually applied front handrails and finely engraved bogies, the model exactly reproduces the original. The heavy frame made of zinc die-cast, in combination with the chosen motor with two large flywheel masses gives the models excellent running characteristics. The PIKO V200.1 has got a change of lights between red and white, depending on the direction of travel, as well as close coupler kinematics on both sides. The model has got a digital interface PluX22. An easy retrofitting with sound is prepared.

suitable accessories:

- # 56359 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

All V 200.1:



All  -Version: 

NEW MOLD

2016



Picture: L. Walter / Archiv Lichtenhof

52602 Diesel Locomotive BR 221 DB IV**52603 ☒ Diesel Locomotive BR 221 DB IV, 3 Rail AC****The prototype:**

During their period of service, the locomotives V200.1/ BR221 received many improvements and constructive detail changes, which however only had a minor influence on their outer appearance.

One of the most remarkable changes in the appearance of this series was made from the middle of the seventies with the shift from the red coloring to a painting in ocean blue and beige. At this color variation, the characteristic "V" has been completely omitted. With only a few exceptions, the series 221 had been painted completely in the new color scheme.

The model:

With the H0 model, painted in ocean blue and beige, PIKO offers a prototypical locomotive of the series 221 to all those model railroaders, who prefer the color scheme of the Deutsche Bundesbahn in Epoch IV. Like in the case of the big original, of course also at the model, an interesting parallel use of both color variations is possible. The model has got detached, individually applied front handrails, finely engraved bogies and close coupler kinematics. The heavy frame made of zinc die-cast, in combination with the chosen motor with two large flywheel masses, gives the models excellent running characteristics. The PIKO 221 has got a change of lights between red and white, depending on the direction of travel, as well as a digital interface PluX22. A retrofitting with sound is prepared.

DIESEL LOCOMOTIVE V 200.1

PIKO

NEW MOLD

2016



Picture: L. Walter / Archiv Lichtenhof

52604 Diesel Locomotive Sound BR 221 DB IV

52605  Diesel Locomotive Sound BR 221 DB IV, 3 Rail AC



suitable accessories:

56359 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All V 200.1:



All  -Version: 

All  -Version:  

The model:

The completely new developed PIKO Expert H0 model of the BR221 in ocean blue / beige painting convinces with a finely detailed frame made of zinc die-cast, separately applied handles at the front sides and close coupler motion links. The locomotive sound decoder that has been installed in the factory supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and M4 and has up to 28 switchable functions. The built-in large loudspeaker is adjusted to the locomotive type. Many sounds that are typical for a locomotive, such as engine noise, signal horns, squealing brakes and other ones, can be selected individually. The rear light can be separately switched. Sound is also possible in analog mode – only engine noise.

The prototype:

As a result of longstanding discussions about optimally usable large diesel locomotives, the Deutsche Bahn AG decided amongst other things to purchase 200 diesel locomotives of the series 245, which as diesel electric engines are to supersede the outdated diesel-hydraulic locomotives of the series 218. The four-axle bogie locomotives are based constructively on the Traxx P 160 DE ME (developed by Bombardier Transportation), which is equipped with four smaller diesel engines instead of one powerful diesel engine. The abbreviation "ME" consequently stands for the term "Multi Engine". About 70% of the used components are constructively compatible within the product family of the Traxx locomotives. The multivalent usable engines have proven their value in different industrial fields of application. Their nominal power is 563 kW. For each locomotive, there is a remarkable total power of 2252 kW when all four motors are used at once. But the series 245 can also be driven with reduced motor power when necessary, since the individual diesel engines switch off and on, depending on the required traction. In this way, not only fuel can be saved, but also the environmental pollution can be reduced significantly.

The first 20 locomotives are to be domiciled in Kempten and Frankfurt am Main.

The model:

Of course, PIKO does not only deliver the type of construction locomotive 245 001-1, but a model of the standard design, that differs from the pre-series locomotives by the number and realization of the roof and lateral fans and of the exhaust. In the design, PIKO follows the original also by the fact that approved components, such as motor, transmission gear and electronics, from existing diesel and electric locomotive models are used – like it is customary in the Traxx family. Thus, also for the model of the series 245, PIKO ensures again a high reliability and long life, with constant availability of important spare parts. Special emphasis is put on the precisely manufactured parts and components, such as the solid frame made of zinc die-cast, etched metal ventilation grille, the prototypically detailed bogies, as well as numerous free-standing applied parts, such as the front handle bars.

NEW
2016



52518 Diesel Locomotive BR 245 DB AG VI

52519  Diesel Locomotive BR 245 DB AG VI, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE BR 245

PIKO



52510 Diesel Locomotive BR 245 DB AG VI
52511 Diesel Locomotive BR 245 DB AG VI, 3 Rail AC



52512 Diesel Locomotive Sound BR 245 DB AG VI
52513 Diesel Locomotive Sound BR 245 DB AG VI, 3 Rail AC

suitable accessories:

56343 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All BR 245:



All -Version:

All Soundloco:

NEW
2016



52520 Diesel Locomotive BR 245 NAH.SH VI
52521 Diesel Locomotive BR 245 NAH.SH VI, 3 Rail AC

Picture shows actual
size of the model

NEW MOLD
2016



Picture: E. Schmidt

52650 Diesel Locomotive Vossloh G6 "InfraLeuna" VI

52651 ☒ Diesel Locomotive Vossloh G6 "InfraLeuna" VI, 3 Rail AC

The prototype:

The Vossloh class G6 is a modern three axle diesel hydraulic locomotive. It was designed for use as switcher and industrial locomotive. The first units of the type were delivered in 2008.

A variety of built to order option packages can be added to customize the locomotive according to its operating environment.

The hoods and cab are designed as easily removable sections in order to allow for easy maintenance. The cab is an entirely new design that follows modern ergonomic principles. The locomotive can be equipped with diesel engines from three different manufacturers. As a result, the design covers a wide range of operating scenarios ranging from switchers with a limited top speed of 35 km/h and high tractive effort to road switcher applications with a top speed of 80 km/h for large industrial networks or private operators that operate their own infrastructure. The first G6 was delivered to a pulp mill in Stendal. In 2010 the Verkehrsbetriebe Peine Salzgitter received two units that worked so well that in 2011 they were followed by an additional order of 18 units. By the end of 2016 a total of 40 locomotives will be delivered.

DIESEL LOCOMOTIVE VOSSLOH G6

PIKO

NEW MOLD
2016



Picture: VPS

52652 Diesel Locomotive Vossloh G6 "VPS" VI

52653 ☒ Diesel Locomotive Vossloh G6 "VPS" VI, 3 Rail AC

The model:

With the PIKO Expert model of the Vossloh type G6 PIKO releases a state-of-the art industrial locomotive that will be available in numerous paint schemes thanks to the multitude of prototype variants. The comparatively short 3-axle PIKO G6 fulfills a wish for numerous PIKO enthusiasts that were looking for a universally applicable, modern locomotive for switching and light road use on industrial and private railroads. The compact yet powerful model uses the proven PIKO motor with precisely machined flywheel. According to its main use case the drive train is optimized for smooth running at low speeds. The model can negotiate curves with a minimum radius of 358mm. The PIKO G6 is equipped with white/red directional lighting. The red tail lights can be disabled independently. The model provides a Plux22 DCC decoder interface and thus can be easily fitted with DCC decoder and prototypical sound. Following current PIKO standards the model comes with numerous separately attached detail parts like freestanding grab irons, finely etched railings and brake hoses that can be fitted if desired.

suitable accessories:

56364 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

All Vossloh G6:



All ☒ -Version:

DIESEL LOCOMOTIVE G 1206

The MaK G 1206 is a diesel hydraulic locomotive that was developed by Maschinenbau Kiel (MaK). Vossloh AG acquired MaK in 1998. The MaK 1206 has a B'B' (B-B) wheel arrangement. It is rated at 1500 kW or 1570 kW and has a top speed of 100 km/h (62 mph). It is equipped with Caterpillar or MTU prime movers. A large number of private train operators use the G 1206 as heavy-duty switcher or road engine. Starting in 1997 the MaK locomotive was sold in many European countries. SNCF Fret alone operates 23 locomotives as class BB 61000. The model exactly replicates the trucks, fan grilles, and roof of the prototype. Finely engraved details like grab irons, railings and hood vents create an especially attractive model. The powerful motor drives all four axles through Cardan shafts and truck-mounted gearboxes. The model is equipped with directional lighting. The printing on the wheels matches the prototype.



59480 Diesel Locomotive G 1206 "EH" V



 95288  Diesel Locomotive 6400 NS VI, 3 Rail AC

NEW
2016



59160 Diesel Locomotive G 1206 Northrail VI
59060  Diesel Locomotive G 1206 Northrail VI, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE G 1206

PIKO

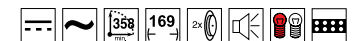
These Expert locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

sound module for G 1206:

56192 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All G 1206:



All  -Version: 



59926 Diesel Locomotive G 1206 "Group Train" VI
59826  Diesel Locomotive G 1206 "Group Train" VI, 3 Rail AC



59497 Diesel Locomotive G 1206 "evb" VI



59924 Diesel Locomotive NS 6427 DB Schenker VI



59925 Diesel Locomotive G 1206 "LANXESS" VI,
w Air conditioner



59928 Diesel Locomotive G 1206 Rurtalbahn VI



59492 Diesel Locomotive G 1206 "Strukton 1506" VI



59929 Diesel Locomotive 6404 NS Cargo VI
59829  Diesel Locomotive 6404 NS Cargo VI, 3 Rail AC



DIESEL LOCOMOTIVE G 1206



59496 Diesel Locomotive G 1206 "MEG" VI
 59296  Diesel Locomotive G 1206 "MEG" VI, 3 Rail AC



 59922 Diesel Locomotive 6400 NS VI
 59822  Diesel Locomotive 6400 NS VI, 3 Rail AC



59923 Diesel Locomotive G 1206 "CFL Cargo" Ep. VI, w Air conditioner
 59823  Diesel Locomotive G 1206 "CFL Cargo" Ep. VI, w Air conditioner, 3 Rail AC



59494 Diesel Locomotive G 1206 "CFL Cargo" VI, w Air conditioner
 59294  Diesel Locomotive G 1206 "CFL Cargo" VI, w Air conditioner, 3 Rail AC



NEW
2016

Exclusive model -
only available in France



 97719 Diesel Locomotive G 1206 „VFLI” SNCF VI,
w Air conditioner

NEW
2016

Exclusive model -
only available in Luxembourg



 97751 Diesel Locomotive G 1206 1587 CFL VI,
w Air conditioner

DIESEL LOCOMOTIVE G 1206

PIKO

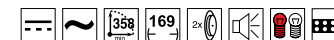
These Expert locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

sound module for G 1206:

56192 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All G 1206:



All  -Version: 



 **59488 Diesel Locomotive G 1206**
"MWB" CFL Cargo VI



59498 Diesel Locomotive G 1206 "Regentalbahn" VI



59499 Diesel Locomotive G 1206 "NIAG" VI,
w Air conditioner



 **59493 Diesel Locomotive G 1206 "CFL Cargo" VI**
 **59293 Diesel Locomotive G 1206 "CFL Cargo" VI, 3 Rail AC**



 **59491 Diesel Locomotive G 1206 "HUSA 1506" VI**
 **59291 Diesel Locomotive G 1206 "HUSA 1506" VI,**
3 Rail AC



59921 Diesel Locomotive G 1206 "ERS Railways" VI
 **59821 Diesel Locomotive G 1206 "ERS Railways" VI,**
3 Rail AC



59920 Diesel Locomotive G 1206 "Locomotives pool" VI
 **59820 Diesel Locomotive G 1206 "Locomotives pool" VI,**
3 Rail AC

DIESEL LOCOMOTIVE RH7400 SNCB NMBS

NEW
2016

Picture: J-P Moulin

-  96450 Diesel Locomotive RH 7410 SNCB NMBS V
 96452  Diesel Locomotive 7410 SNCB NMBS V, 3 Rail AC
96451 Diesel Locomotive Sound 7410 SNCB NMBS V 

Exclusive model -
only available in Belgium

The prototype:

The locomotives of the series 73 had been purchased as from 1965 as type 273 in several construction lots. Intended for heavy shunting operation, they were also in service at the front of light-weight freight trains. The 6-cylinder engine delivered 550 kW and enabled a maximum speed of 60 km/h. The series 74 is largely similar to the series 73. The essential difference between the two series is, due to the termination of the production of the motor of the series 73, an ABC motor. The series comprised only 10 locomotives, which were used, after their delivery, in double heading in the shunting yard Antwerpen-Noord on the shunting hump. After the delivery of the new locomotive series 77, the locomotives were detached into the normal shunting service.

DIESEL LOCOMOTIVE RH262 / 8200 SNCB NMBS

PIKO

The model:

The PIKO model of the series 74 of the SNCB is based on the technological construction of the V 60 of the DR, particularly on the proven drive concept of the D coupler (four coupled axes). The stable frame made of zinc die-cast, in combination with the motor and a precisely conceived flywheel mass, provides sensitively adjustable running characteristics with a very high traction. The current collection is effected by all six wheels, of which two are equipped with traction tires. As standard feature of the PIKO Expert series, the model has got a change of lights red/white depending on the direction of travel and a PluX interface for digital operation. The driver's cab lighting can be switched on and off. The model has been prepared for an easy retrofitting with sound. Handle bars and handrails are mounted free-standing. The delicately etched handrails ensure a detailed fidelity to the prototype.

suitable accessories:

- # 56348 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

All RH 7400:



All -Version:

All Soundloco:

**NEW
2016**

**Exclusive model -
only available in Belgium**



Picture: Coll Rail Photos

96453 Diesel Locomotive RH 262 SNCB III

96454  Diesel Locomotive RH 262 SNCB III, 3 Rail AC



**NEW
2016**

**Exclusive model -
only available in Belgium**



Picture: S. Martin

96455 Diesel Locomotive RH 8256-74 SNCB IV

96456 Diesel Locomotive Sound RH 8256-74 SNCB IV 



DIESEL LOCOMOTIVE DF7C

NEW MOLD
2016



Picture: Christof Hofbauer

 52700 Diesel Locomotive DF7C

The prototype:

In the People's Republic of China, 289 diesel-electric locomotives of the series DF7C were delivered for shunting operation and delivery trains between 1991 and 2001. But the six-axle engines distinguish themselves by their excellent running characteristics also at industry and mining enterprises. Thanks to their high acceleration, the low fuel consumption and the simple maintenance, the locomotives which are suitable for multi-traction enjoyed very quickly a great popularity with the locomotive staffs. The locomotives have a length over buffers of 18800 mm, a weight of 135 tons and a motor output of 1840 kW. Their top speed is at 100 km/h.

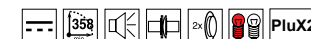
The model:

The completely newly developed H0 model of the DF7C reproduces very well the proportions of the original. The paintwork and print design correspond exactly to the chosen original. The precisely reproduced casing with the handrails and the finely engraved bogies impress with many details. Also the etched handrails are elaborated filigree as stable. The heavy frame made of zinc die-cast, in combination with a powerful five-pin motor, gives the model excellent running characteristics. Two diagonally arranged traction tires significantly increase the traction here. The lighting is made by means of LEDs. The DF7C by PIKO has got a Plux22 interface and is prepared for a simple retrofitting with sound.

suitable accessories:

- # 56366 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

For DF7C:



The model:

The PIKO ChMe3 is the first true to scale regular production model of this type in H0 scale. The basic design, drive train, electronics and electric components are the same as in the H0 model of the T669. The model is equipped with etched metal railings, freestanding grab irons, as well as separately attached horn and antenna. The red star symbol, that was for many years typical in their home country, is enclosed and can be attached if desired. The truck side frames show fine, highly detailed engravings. Painting and lettering are authentic. As with the T669 the driver's desk is shown in the cab in engraved form. The model is equipped with a PluX22 decoder interface and a large speaker for use with a Loco Sound Decoder.

suitable accessories:

- # 56342 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

For all T669 / ChMe3:



All -Version:



59783 Diesel Locomotive ChMe3 RZhD VI

Picture shows actual size of the model

DIESEL LOCOMOTIVE ChMe3



59781 Diesel Locomotive ChMe3 RZhD V



Attention:
New here for three-wire
alternating current system



59799 Diesel Locomotive ChMe3 RZhD V, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE T 669

PIKO



Picture: Arkadiusz Pallas

-  59788 Diesel Locomotive 3269 DB Schenker PKP VI
- 59797  Diesel Locomotive 3269 DB Schenker PKP VI, 3 Rail AC

The prototype:

The locomotives of the series T 669 were created in 1963 for the export to the Soviet Union and to Albania. Between 1966 and 1990, private railroads in Poland acquired 139 engines from the series production. After 2006, several of the six-axle diesel-electric locomotives arrived at Poland as used vehicles. In the course of their service life, some S200 received new rebuilt engines by MTU or Caterpillar within the scope of modernization programs. Today, DB Schenker Rail Polska has the largest fleet of S200 with 52 locomotives.

The model:

The PIKO S200 as 3269 by DB Schenker Rail Polska is based in its construction prototypically on the model of the T669/T700. With its heavy frame made of zinc die-cast and a motor with two large flywheel masses, the model provides excellent running characteristics and a high traction. Four axles are driven. The two traction tires are located in diagonal arrangement. The handrails are made of fine etched parts. The lighting of the model via LEDs includes the prototypical change of lights between red and white, depending on the direction of travel. The model has got a PluX22 interface and is prepared for an easy retrofitting with sound.

suitable accessories:

- # 56342 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

For all T669 / ChMe3:



All  -Version: 

DIESEL LOCOMOTIVE T 669

The prototype:

The locomotives of the type series T 669 were developed in 1963 for the export to the Soviet Union and to Albania. The good test results caused the then-national railroad ČSD of the CSSR to use the new development also in their own network, after corresponding adjustments. The three prototypes were followed by another 107 locomotives between 1967 and 1969, which were delivered by the company SMZ in Dubnica. In 1977 and 1979, 2 further machines from ČKD Prague were added. With the introduction of the EDP number system in 1988, the locos received the type series designation 770. Until 2005, the machines were withdrawn; only the broad gauge version 770.8 or 771.8 is still being used in the east of Slovakia. Moreover, a few models can be found at private railroad companies and industrial railroads.



59784 Diesel Locomotive T 669 ČD V



59785 Diesel Locomotive T 669 ČSD V



59780 Diesel Locomotive T 669 ČSD IV



NEW
2016



59786 Diesel Locomotive T 669 ČD VI

Picture shows actual
size of the model

DIESEL LOCOMOTIVE T 669

PIKO

The model:

The T 669 / type series 770 of PIKO is the first, precisely scaled high-volume model in H0. Constructively based on a precisely manufactured, heavy zinc die-cast frame and a motor with two large flywheel masses, the model offers excellent running characteristics and a tractive effort which suits the original. Four axles are driven. Per bogie, one wheel set equipped with traction tires ensures additional traction. The arrangement of the two traction tires was effected diagonally. The current collection over eight wheels ensures failure-free driving. The illumination of the model via LEDs includes the prototypical light variation red/white according to the travel direction. The model is equipped with a PluX22 interface and is prepared for the upgrading with sound.



Attention:
New here for three-wire
alternating current system

59798  Diesel Locomotive T 669 ČSD IV, 3 Rail AC



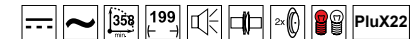
suitable accessories:

56342 Loco Sound Decoder w
Loudspeaker (see page 362)

56123 Digitaldecoder PluX22

46121 Digitaldecoder PluX16
(see page 361)

For all T669 / ChMe3:



All  -Version: 

NEW
2016



 59787 Diesel Locomotive T 770 PJMost ČD V

Picture shows actual
size of the model

DIESEL LOCOMOTIVE SM42 PKP



  59466 Diesel Locomotive SM42-822 PKP VI



  59474 Diesel Locomotive SM42-2164 PKP Ep. VI

NEW
2016



 59267 Diesel Locomotive SM42-546 PKP V

Picture shows actual
size of the model

DIESEL LOCOMOTIVE SM42 PKP

PIKO

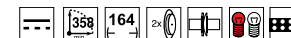
Between 1965 and 1978, 268 diesel locomotives of the series 42 were delivered to the PKP. The four-axle locomotives have a length over buffers of 14240 mm, a weight of 71 tons and a motor output of 590 kW. The power transmission is made diesel-electrically and the top speed is 90 km/h. The series 42 is divided into three lines – the SM as freight train locomotive, the SP as passenger train locomotive and the SU as universal locomotive. The most conspicuous distinguishing feature of the locomotives is the sound absorber for the passenger train heating. The sound absorber is located on the short front end. The big headlamps and the central driver's cab are characteristic for the BR 42. The model reflects the proportions of the original very well. Sharp engravings on the bogies show details such as axle bearing cap and spring elements. The casing with the fan grilles, flaps, handrails and guardrails had been modelled following the documents of the original. All four sets of wheels of the model are driven by a powerful motor via two cardan shafts. Prepared for digital operation with sound, the model can be modified at any time and in a simple way. The painting and labelling adhere authentically to the original.

These Expert locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

56121 Digitaldecoder
(see page 361)

For all PKP SM42:



NEW
2016



 59265 Diesel Locomotive SP42-1069 PKP V

NEW
2016



 59266 Diesel Locomotive SP42-049 PKP V

DIESEL LOCOMOTIVE SM42 PKP

NEW
2016

  59475 Diesel Locomotive
SM42-2633 PKP Ep. VI



  59476 Diesel Locomotive
SM42-2211 PKP Ep. VI



 59477 Diesel Locomotive SP42-118 PKP V

NEW
2016

 59478 Diesel Locomotive SM42-1021 PKP V

Picture shows actual
size of the model

DIESEL LOCOMOTIVE SM42 PKP

PIKO

NEW
2016



 **59268 Diesel Locomotive SM42-894 PKP V**

NEW
2016



Picture: Janusz Kryszkiewicz

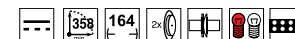
 **59269 Diesel Locomotive SM42-607 PKP IC V**

These Expert locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

56121 Digitaldecoder
(see page 361)

For all PKP SM42:



NEW
2016



 **59479 Diesel Locomotive SP42-037 PKP V**

Picture shows actual
size of the model

DIESEL LOCOMOTIVE SU45 PKP

The prototype:

The series SU45 is a diesel-electric locomotive, which has been developed in the mid-1960s by the long-established Polish locomotive manufacturer Cegielski in Poznan for the passenger train service. In order to keep the wheelset load as low as possible, the locomotive, which reaches up to 120 km/h, was designed with two three-axle bogies. The series locomotives, which had been equipped with motors by FIAT in licensed production, quickly became one of the most important diesel locomotive series in the passenger train and fast train service at the PKP. A part of the series had been equipped with electrical heating as from 1987 and was designated as SP45.

NEW MOLD
2016



Picture: Pawel Czech

 96301 Diesel Locomotive SU45-100 PKP VI

NEW MOLD
2016



Picture:
R. Boduszek

 96300 Diesel Locomotive SP45-204 PKP V

DIESEL LOCOMOTIVE SU45 PKP

PIKO

The model:

The PIKO model of the Universal locomotive SU 45 reproduces very well all proportions of the original. The exact painting and precise lettering are authentically inspired by their original in each case. The model has free-standing handrails. Sharply engraved bogies show all details of the original, such as spring elements and axle bearing caps. The PIKO motor with two large flywheel masses provides excellent running characteristics and a high traction. The model has got a digital interface PluX22. Since it is prepared for digital operation, the model can be easily retrofitted at any time.

suitable accessories:

- # 56361 Loco Sound Decoder w Loudspeaker (see page 362)
- # 56123 Digitaldecoder PluX22
- # 46121 Digitaldecoder PluX16 (see page 361)

For all PKP SU45:



 96302 Diesel Locomotive SU45-079 Przewozy Regionalne VI



 96303 Diesel Locomotive SU45-165 PKP V

In 1998, Adtranz (today Bombardier Transportation) developed a new two-piece railcar with tilting technology called the Regioswinger. This train was designed for accelerated speeds along curvy stretches in light rail and regional rail transport. The tilting technology made it possible to reach speeds of up to 160 km per hour along these rail passages, some of which were built in the last century. This would otherwise only have been achievable with elaborate, expensive new rail construction. These quick curve-takers are still in heavy operation today. Over time problems emerged with some of the tilting technology, resulting in its partial shutdown.

But now Deutsche Bahn has again received permission from Germany's rail authorities to use the tilting technology in the trains.

This detailed model features the current finish and inscription of the DB Regio trains. Its powerful flywheel engine drives a bogie. The engine car has interior lighting, white/red light change and a digital interface.

suitable accessories:

sound module for Regioswinger:

56321 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

For Regioswinger:



All -Version:



59430 Diesel Commuter Train Regioswinger BR 612 DB AG V
59230 Diesel Commuter Train Regioswinger BR 612 DB AG V, 3 Rail AC

COMMUTER TRAIN BR 646 "STADLER GTW"

PIKO

The model:

The multiple unit Stadler, which is popular in the operational service thanks to its modular structure, represents a rail car which is in high demand of many model railroaders. PIKO has responded to this customer request and developed both the GTW 2/6 and the GTW 2/8 as H0 models. Motor and gearbox are located completely, maintenance-friendly and not perceptible for the observer, in one of the two control cars that are equipped with interior decoration. PIKO has put great emphasis on the precise reproduction of the futuristic appearance of the modern multiple units, where the head shapes of the different construction variants, which are significantly differing in their outer appearance, had been consequently reproduced. Furthermore, the models distinguish themselves by especially by the separately and precisely fitting inserted windows, the numerous fine engravings of the casing, the highly detailed reproduced bogies, the exactly designed pantographs (for the electric variants), as well as the precisely adjustable running characteristics of the GTW 2/6 and its longer "brother" GTW 2/8.

suitable accessories:

sound module for Diesel GTW:

56198 sound decoder +
loudspeaker (see page 363)

sound module for Elektric GTW:

56199 sound decoder +
loudspeaker (see page 363)

The sound module must be
connected directly to the
56121 digital decoder.

LED-Interior lighting:

56139 You will need 2 interior
lighting kits for the commuter
train 2/6 (for DC- and AC-models
- see page 367)

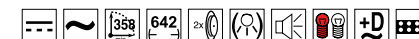
LED-Interior lighting:

56143 (Middle Car -
see page 367)

NEW
2016



 59132 EMU GTW 2/8 "Stadler" Connexxion-Valleilijn VI
59032  EMU GTW 2/8 "Stadler" Connexxion-Valleilijn VI, 3 Rail AC



COMMUTER TRAIN BR 646 "STADLER GTW"

The prototype:

The inventive multiple units of the basic type GTW 2/6, that are part of the vehicle family of the "New light ones" of the 1990s, are significantly different from the conventional designs because of their conceptual construction. Developed under the constructive direction of the Swiss company Stadler, their modular basic principle is based on the consequent separation between drive section and passenger section. The compact drive unit, also called "drive container", has been stored inside a centrally arranged, two-axle drive module. The large-sized passenger compartments or the driver's cabs respectively are located in two control cars, which form as passenger modules the end vehicles on both sides and rest upon the centrally arranged drive module. In this way, the latter serves as drive bogie, where the unusual wheel arrangement 2'Bo2' comes up. When an intermediate car (without driver's cab) has been integrated at the request of the purchaser, the asymmetrical version GTW 2/8 was created. These multiple units, that are very favorable with regard to maintenance, servicing and repair, had been delivered both with diesel drive and as electric multiple units. At the Deutsche Bahn AG, the diesel version of the GTW 2/6 got the type series designation 646/649 (motor vehicle/end vehicle) and arrived among others in the Greater Berlin area and at the affiliated company "Usedomer Bäderbahn UBB". Additional trains were delivered to the "Hessische Landesbahn", the "Kurhessenbahn" and to the ODEG. GTW 2/8 multiple units in the electric version run among others for trains of ARRIVA, Veolia and SBB

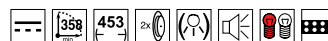


59522 DMU GTW 2/6 "Stadler" STLB VI



NEW
2016

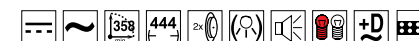
Exclusive model -
only available in Italy



59535 EMU GTW 2/6 "Stadler" SBB Turbo VI, w advertising



97733 DMU GTW 2/6 "Stadler" - ATR 116.001 Sistemi Territoriali, Italia, V



COMMUTER TRAIN BR 646 "STADLER GTW"

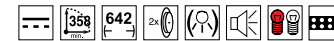
PIKO



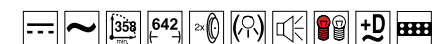
59530 EMU GTW 2/8 "Stadler" SBB VI



59529 EMU GTW 2/8 "Stadler" SBB Thurbo VI



59536 EMU GTW 2/8 "Stadler" Veolia VI
59336 EMU GTW 2/8 "Stadler" Veolia VI, 3 Rail AC



suitable accessories:

sound module for Diesel GTW:

56198 sound decoder +
loudspeaker (see page 363)

sound module for Elektrik GTW:

56199 sound decoder +
loudspeaker (see page 363)

The sound module must be
connected directly to the
56121 digital decoder.

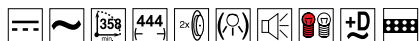
LED-Interior lighting:

56139 You will need 2 interior
lighting kits for the commuter
train 2/6 (for DC- and AC-models
- see page 367)

LED-Interior lighting:

56143 (Middle Car -
see page 367)

COMMUTER TRAIN BR 646 "STADLER GTW"



59539 EMU GTW 2/6 "Stadler" SBB Teletop VI

59339 EMU GTW 2/6 "Stadler" SBB Teletop VI, 3 Rail AC

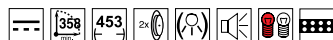


59520 DMU GTW 2/6 BR 646 "Stadler" DB AG VI

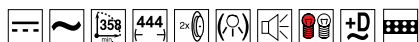
59320 DMU GTW 2/6 BR 646 "Stadler" DB AG VI, 3 Rail AC



59533 DMU GTW 2/6 "Stadler" ODEG VI



59525 EMU GTW 2/6 "Stadler" Veolia VI



97709 DMU GTW 2/6 "Stadler" Vinschger Bahn VI

97711 DMU GTW 2/6 "Stadler" Vinschger Bahn VI, 3 Rail AC

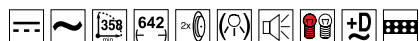


59534 DMU GTW 2/6 "Stadler" STL B VI



COMMUTER TRAIN BR 646 "STADLER GTW"

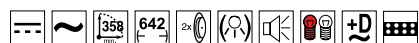
PIKO



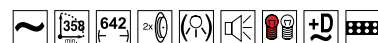
 59130 EMU GTW 2/8 "Stadler" Vechdallijn ARRIVA VI
 59030  EMU GTW 2/8 "Stadler" Vechdallijn ARRIVA VI, 3 Rail AC



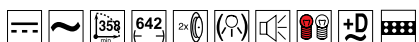
 59537 DMU GTW 2/8 "Stadler" ARRIVA VI
 59337  DMU GTW 2/8 "Stadler" ARRIVA VI, 3 Rail AC



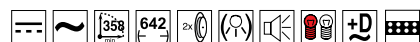
59531 EMU GTW 2/8 "Stadler" ARRIVA VI
 59331  EMU GTW 2/8 "Stadler" ARRIVA VI, 3 Rail AC



 59324  DMU GTW 2/8 "Stadler" GKB VI, 3 Rail AC



 59538 DMU GTW 2/8 "Stadler" BRENG DIRECT VI
 59338  DMU GTW 2/8 "Stadler" BRENG DIRECT VI, 3 Rail AC



 59532 DMU GTW 2/8 "Stadler" Veolia VI
 59332  DMU GTW 2/8 "Stadler" Veolia VI, 3 Rail AC

EXPRESS COACHES



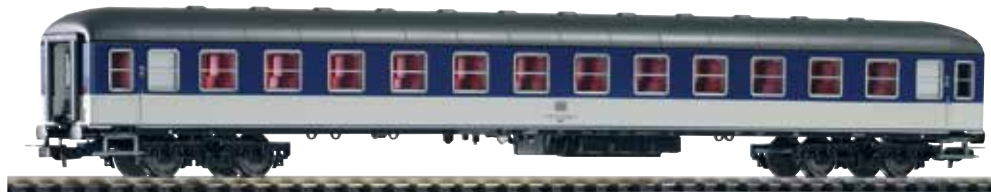
59634 Express Coach 1st / 2nd Cl. ABüm223 DB IV



59635 Express Coach 2nd Cl. Büm232 DB IV



59633 Express Coach 1st / 2nd Cl. ABüm223 DB IV



59636 Express Coach 2nd Cl. Büm232 DB IV



59632 Express Coach 1st Cl. Aüm202 DB IV



59637 Express Luggage Van Düm902 DB IV

This new type of wagon was built in a symmetrical modular system, allowing wagons with an even number of compartments to easily be built half-and-half with either two classes or with one luggage compartment. This made the main dimensions of these new wagons compatible with the UIC-X conventions that were created later. The wagon interchanges were protected with new rubber profiles and the interchange doors were closed with a four-winged folding door. The wagon entry doors were flush with the wagon body and designed as revolving doors. The wagons were ventilated using ten to twelve "Kuckkuck" vents on the roof, depending on the number of compartments. The end of each wagon featured a bathroom and a separate washroom. The wagon's interior design was very interesting. Each compartment featured six reclining Bremshey seats. Accordingly, the AB-section wagons held more than 60 seats, the ABC-section wagons provided 66 seats and the third-class section contained 72 seats plus 24 emergency seats in the aisle. The aisle itself was divided by a swinging door, making it possible to divide the wagon precisely in half for smokers and non-smokers. The wagons were capable of being heated by steam or electric power.

suitable accessories:

For all Express coaches:

Prepared for the upgrade
with interior lighting
56144 (see page 366).
(for Cars on DC-systems)

For all Cars:  # 56060



59630 Luggage Van Düm902 DB IV

EXPRESS COACHES



59625 Express Buffet Coach ARum216 DB IV



59624 Luggage Van Düm902 DB IV



59623 Express Coach 2nd Cl./Luggage Van BDüms272 DB IV



59622 Express Coach 2nd Cl. Büm232 DB IV



59621 Express Coach 1st/2nd Cl. ABüm223 DB IV



59620 Express Coach 1st Cl. Aüm202 DB IV

EXPRESS COACHES

PIKO

The energy was obtained from the bogie generators with a back-up battery installed for emergencies. Modern neon lights provided lighting. Upholstered classes also had a reading light attached to the seats. In the early 1960s, the UIC classified wagons with a length of 26.4 meters and twelve compartments in second class or ten in first class as "Type X".

The UIC-X wagons were quickly integrated into the sophisticated express train sector and rapidly became the standard, particularly in transport services abroad, transit and inter-zone traffic to West Berlin and in the former East Germany. The existing "F-Zug" rail network (featuring the first and second wagon class until 1956 and only the first class afterwards) was quickly converted to accommodate the UIC wagons. By the mid-60s, this model type had pushed almost all other pre-war express train models out of service. The end of the m wagon was heralded in the 1980s, as many of them were lined with asbestos and began to be phased out in 1988, while others were converted into IR wagons. The last Bm wagon that had not been converted was removed from service at the beginning of 2006.

suitable accessories:

For all Express coaches:

Prepared for the upgrade
with interior lighting
56144 (see page 366).
(for Cars on DC-systems)

For all Cars:  # 56060



☒ 58341 Express Coach Set 2nd Cl. Büm232 DB IV

Lim



✘ 57664 Passenger Control Car 2nd Cl. BDnf786 DB V



✘ 57666 Passenger Car 1st / 2nd Cl. Abn773.2 DB V



✘ 57665 Passenger Car 2nd Cl. Bn779.2 DB V

PASSENGER CARS

PIKO

“Silberling” (in English: silverling) is the colloquial name of a certain type of commuter cars of the Deutsche Bundesbahn (DB).

The name of these cars refers to their body made of stainless steel. More than 5000 units had been built between 1961 and 1980, and can be found until today at the DB Regio. Most of these vehicles, which are officially called “n-coaches” from their generic designation, are nowadays, after several modifications, painted in the current colour concept in traffic-red and light grey. An n-coach has a length of 26.4 metres and is divided by two entry areas with double doors into three sections. Control cars have different door versions at the driver’s cab side. Today, there are four types that can be found in with different modifications and paintings. The n-coaches have been the most frequent vehicles in the local transport of the DB. The company Wegmann has delivered these commuter cars also to the Luxembourg National Railway Company. Some of these cars are still in use today at heritage railways. Until well into the 1980s, they had been used at the DB also for fast trains, in the inter-zonal traffic with the GDR, as well as in the transit traffic to West Berlin as reserve cars. Since the German railway reform, their number slowly decreases.

For Cars:  

For control Cars:   

For all Cars:  # 56060

Exclusive model -
only available in Luxembourg



 96617 Passenger Car 2nd Cl. CFL IV

PASSENGER CARS

**NEW
2016**

57667 Cab Control Car 2nd Cl. BD4nf DB III

**NEW
2016**

57668 Passenger Car 2nd Cl. B4nb DB III

**NEW
2016**

57669 Passenger Car 1st / 2nd Cl. AB4nb DB III

PASSENGER CARS

PIKO

- fine engravings
- authentic painting and lettering
- multiple cab designs for the control cars
- directional lighting white / red
- length true to scale

INFO



57650 Passenger Car 2nd Cl. Bnb720 DB IV
57651 Passenger Car 1st/2nd Cl. ABnb703 DB IV

For Cars:  

For control Cars:   

For all Cars:  # 56060



57655 Passenger Car 1st/2nd Cl. ABnrzb704 DB IV
57654 Passenger Car 2nd Cl. Bnb719 DB IV



57653 Passenger Car 2nd Cl. BDnrzf740 DB IV
57652 Passenger Car 2nd Cl. BDn738 DB IV



58335 Set of 4 Passenger Cars "IntEgro" VI

Lim 

BI-LEVEL COACH

NEW
2016
 97038 Bi-Level Coach Bdhpumn PKP Stacja Rzeszów V
NEW
2016
 97043 Bi-Level Coach Bdhpumn PKP Stacja Czeremcha V
NEW
2016
 97039 Bi-Level Coach Bdhpumn PKP Stacja Rzeszów V

For all Cars: ⚡ # 56061



suitable accessories:

For all Bi-Level coaches:

Prepared for the upgrade with
interior lighting # 56102
(see page 366).
(for Cars on DC-systems)

NEW
2016
 97044 Bi-Level Coach Bdhpumn PKP Stacja Czeremcha V

PASSENGER CARS 120A PKP

PIKO

NEW
2016



 96644 Passenger Car 120A 2nd Cl. B11-p PR VI
96645 Passenger Car 120A 2nd Cl. B11-p 1151 PR VI

NEW
2016



 96646 Passenger Car 120A 2nd Cl. B³-pv 1151 PR VI
96647 Passenger Car 120A 2nd Cl. B³-pv 1151 PR VI

NEW
2016



 96648 Passenger Car 120A 2nd Cl. Bwixd PKP IV
96649 Passenger Car 120A 2nd Cl. Bwixd PKP IV

For all Cars:  # 56060

suitable accessories:

For all Passenger cars 120A PKP:
Prepared for the upgrade with
interior lighting # 56148
(see page 366).
(for Cars on DC-systems)

NEW
2016



 96650 Passenger Car 120A 2nd Cl. BdH PKP V
96651 Passenger Car 120A 2nd Cl. Bh PKP V

Exclusive model -
only available in France



 58648 Set of 2 Corail Cars SNCF VI

Exclusive model -
only available in France



 58649 Set of 2 Corail Cars SNCF VI

Exclusive model -
only available in France



 97041 Corail Car Carmillon SNCF IV

CORAIL CARS

PIKO

Exclusive model -
only available in France

**NEW
2016**



 97053 Corail Car VU Aqualys SNCF VI

For Corail Cars:  
For all Cars:  # 56060

**NEW
2016**

Exclusive model -
only available in France



Picture: J. BENESOVA



Picture: J. BENESOVA

 58650 Set of 2 Corail Cars SNCF VI, Lunéa

Exclusive model -
only available in France

**NEW
2016**



 97052 Corail Car TER Alsace VTU B11tu SNCF VI

SOUND - LOCOMOTIVES



The Sound-Locomotives come factory equipped with a Sound Decoder and a large speaker. The decoder as well as the speaker are tailored to the specific locomotive. The multi-protocol Sound Decoder supports mfx® and RailComPlus®. Up to 28 distinct functions are available. Locomotive and railroad specific sounds like engine and driving noise, horn signals, brake- and curve squeal, rail joints, announcements and many more can be triggered individually.

Additionally the lights dim during the engine start sequence and the rear lights can be controlled separately (not available for BR 219 # 59838, # 59938). Motor sounds are available in analog mode as well.

More information regarding
Loco Sound Decoder is available here:



NEW MOLD
2016



51704 Electric Locomotive Sound BR 112 DB AG VI

51705  Electric Locomotive Sound BR 112 DB AG VI, 3 Rail AC



picture shows
handmade sample

You will find a detailed description in this catalog on page 66

SOUND - LOCOMOTIVES

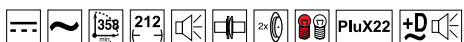
PIKO

NEW MOLD

2016



Picture: L. Walter /
Archiv Lichtenhof



52604 Diesel Locomotive Sound BR 221 DB IV

52605 Diesel Locomotive Sound BR 221 DB IV, 3 Rail AC

You will find a detailed description in this catalog on page 147

NEW MOLD

2016



Picture: R. Lehmann



52634 Diesel Locomotive Sound BR 102.1 DR IV

52635 Diesel Locomotive Sound BR 102.1 DR IV, 3 Rail AC

You will find a detailed description in this catalog on page 126

NEW MOLD

2016



Picture: Ulrich Budde



51734 Electric Locomotive Sound BR 110 DB AG V

51735 Electric Locomotive Sound BR 110 DB AG V, 3 Rail AC

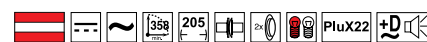
You will find a detailed description in this catalog on page 68

NEW MOLD

2016



Picture: Herbert Pfoser



51764 Electric Locomotive Sound BR 1110.5 ÖBB IV

51765 Electric Locomotive Sound BR 1110.5 ÖBB IV, 3 Rail AC

You will find a detailed description in this catalog on page 74

SOUND - LOCOMOTIVES



52544 Diesel Locomotive Sound BR 102 DR IV, orange
52545 Diesel Locomotive Sound BR 102 DR IV, orange,
3 Rail AC



You will find a detailed description in this catalog on page 122



52572 Diesel Locomotive Sound V 200 117 GFK DR III, 4-Axle
52573 Diesel Locomotive Sound V 200 117 GFK DR III,
4-Axle, 3 Rail AC



You will find a detailed description in this catalog on page 132



51518 Electric Locomotive Sound BR 141 DB AG V
51519 Electric Locomotive Sound BR 141 DB AG V, 3 Rail AC



You will find a detailed description in this catalog on page 80



51674 Electric Locomotive Sound BR 103 DB IV, without apron
51675 Electric Locomotive Sound BR 103 DB IV, 3 Rail AC, without apron



You will find a detailed description in this catalog on page 77



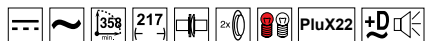
51644 Electric Locomotive Sound E 50 DB III, green
51645 Electric Locomotive Sound E 50 DB III, 3 Rail AC, green



You will find a detailed description in this catalog on page 85



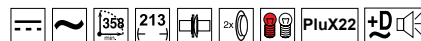
51564 Electric Locomotive Sound BR 187 Railpool VI
51565 Electric Locomotive Sound BR 187 Railpool VI,
 3 Rail AC



You will find a detailed description in this catalog on page 97



59708 Diesel Locomotive Sound V 200 DB III,
 new road number
59709 Diesel Locomotive Sound V 200 DB III,
 3 Rail AC, new road number



You will find a detailed description in this catalog on page 142



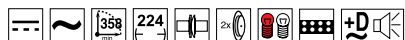
59748 Diesel Locomotive Sound BR 130 DR IV,
 new road number 130 005-2 and revised roof layout
59749 Diesel Locomotive Sound BR 130 DR IV, 3 Rail AC,
 new road number 130 005-2 and revised roof layout



You will find a detailed description in this catalog on page 139



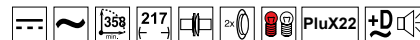
59938 Diesel Locomotive Sound BR 219 DB AG VI, Museum Loco
59838 Diesel Locomotive Sound BR 219 DB AG VI, Museum Loco, 3 Rail AC



You will find a detailed description in this catalog on page 135



52512 Diesel Locomotive Sound BR 245 DB AG VI
52513 Diesel Locomotive Sound BR 245 DB AG VI, 3 Rail AC



You will find a detailed description in this catalog on page 149



The EVU BEHALA operates several track installations in Berlin and employs hereby also the powerful MaK1700BB.
> see page 222

For active model railroaders,
we have the PIKO Hobby range.

- > Sturdy construction
- > Simple operation
- > Realistic and accurate detail models
- > "Pocket money" prices



The attractive locomotives of the type Taurus are in use at the ÖBB as universal locomotives with speeds up to 230 km/h. > see page 197



With their attractive advertising paints, beer cars are among the most striking freight cars and are real eye-catchers on model railroad layouts. > see page 236



PIKO HOBBY

ELECTRIC LOCOMOTIVE BR 101



59252  Electric Locomotive BR 101
"CEWE" DB AG VI, 3 Rail AC



59249  Electric Locomotive BR 101 "ECO2PHANT"
DB AG VI, 3 Rail AC



59455 Electric Locomotive BR 101 "Köln" DB AG VI
59255  Electric Locomotive BR 101 "Köln" DB AG VI, 3 Rail AC

NEW
2016



Special Price

59456 Electric Locomotive BR 101 "Swisstravel Graubünden" DB AG VI
59256  Electric Locomotive BR 101 "Swisstravel Graubünden" DB AG VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 101

PIKO

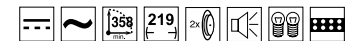
These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

sound module for BR 101:

56193 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All BR 101:



All -Version:



59442 Electric Locomotive BR 101 "Ethiopian Airline"
DB AG V



59440 Electric Locomotive BR 101 DB AG V
59240 Electric Locomotive BR 101 DB AG V, 3 Rail AC



59454 Electric Locomotive BR 101 "Eisenbahner" DB AG VI
59254 Electric Locomotive BR 101 "Eisenbahner" DB AG VI, 3 Rail AC



59453 Electric Locomotive BR 101 "Tessin" DB AG VI
59253 Electric Locomotive BR 101 "Tessin" DB AG VI, 3 Rail AC

ELECTRIC LOCOMOTIVE TAURUS



 57410 Electric Locomotive Taurus Rh 1016 ÖBB V



 57814  Electric Locomotive Taurus 1116 MRCE
"boxXpress" VI, 3 Rail AC

NEW
2016



57920 Electric Locomotive Taurus "MRCE/ETCS" VI

57820  Electric Locomotive Taurus "MRCE/ETCS" VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE TAURUS

PIKO



 57418 Electric Locomotive Rh 1047 MAV V

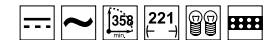


57916 Electric Locomotive Taurus DB AG VI
57816  Electric Locomotive Taurus DB AG VI, 3 Rail AC



These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

All Tauri:



All  -Version:  



 57919 Electric Locomotive Taurus ÖBB V
 57819  Electric Locomotive Taurus ÖBB V, 3 Rail AC



 57918 Electric Locomotive Taurus 1016 ČSKD / Intrans VI
57818  Electric Locomotive Taurus 1016 ČSKD / Intrans VI, 3 Rail AC



57474 Electric Locomotive 185 Railion-Logistics V



57935 Electric Locomotive BR 185 Metronom VI

57835  Electric Locomotive BR 185 Metronom VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 185

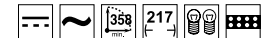
PIKO



57833  Electric Locomotive BR 185 "Captrain" VI, 3 Rail AC

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

All BR 185:



All  -Version:  



57471 Electric Locomotive ME 146-01 "Niedersachsenlok" V

Picture shows actual size of the model

ELECTRIC LOCOMOTIVE BR 189



 97741 Electric Locomotive BR 189 STLb VI
97742  Electric Locomotive BR 189 STLb VI, 3 Rail AC



 57455 Electric Locomotive Rh Re474 SBB Cargo V
57255  Electric Locomotive Rh Re474 SBB Cargo V, 3 Rail AC

NEW
2016



57963 Electric Locomotive BR 189 "MRCE/WLE" VI
57863  Electric Locomotive BR 189 "MRCE/WLE" VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 189

PIKO



57951 Electric Locomotive BR 189 Siemens VI



✘ 57269 ☑ Electric Locomotive BR 189 "ACTS" VI, 3 Rail AC



57464 Electric Locomotive BR 189 "WLE" VI

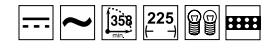


🇮🇹 57458 Electric Locomotive ES64 F4-092
"FNM European Bulls" V



57952 Electric Locomotive 189 "PCT Altmann" VI
57852 ☑ Electric Locomotive 189 "PCT Altmann" VI, 3 Rail AC

All BR 189:



These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

All ☑ -Version: +D 2x

ELECTRIC LOCOMOTIVE BR 189



57958 Electric Locomotive 189 "LOCON" VI
57858  Electric Locomotive 189 "LOCON" VI, 3 Rail AC



57468 Electric Locomotive BR 189 "Locomotion Cream" VI
57268  Electric Locomotive BR 189 "Locomotion Cream" VI, 3 Rail AC

NEW
2016



57964 Electric Locomotive BR 189 "Railion" VI
57864  Electric Locomotive BR 189 "Railion" VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 189

PIKO



57956 Electric Locomotive BR 189 DB AG VI

57856  Electric Locomotive BR 189 DB AG VI, 3 Rail AC



57466 Electric Locomotive BR 189 "Lokomotion" VI



 57955 Electric Locomotive BR 189 "LOCON" VI

 57855  Electric Locomotive BR 189 "LOCON" VI, 3 Rail AC

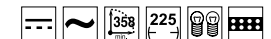


  57960 Electric Locomotive BR 189 PKP Cargo VI

 57860  Electric Locomotive BR 189 PKP Cargo VI, 3 Rail AC

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

All BR 189:



All  -Version:  

ELECTRIC LOCOMOTIVE BR 189



 57953 Electric Locomotive BR 189 "HUSA" VI
 57853  Electric Locomotive BR 189 "HUSA" VI, 3 Rail AC



  57959 Electric Locomotive BR 189 ES64 MRCE / SBB VI
 57859  Electric Locomotive BR 189 ES64 MRCE / SBB VI, 3 Rail AC

NEW
2016

Exclusive model -
only available in Italy



 97732 Electric Locomotive E. 189.108 Trenitalia Cargo, livrea nera 2015, - V

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 189



 57954 Electric Locomotive BR 189 Veolia VI
 57854  Electric Locomotive BR 189 Veolia VI, 3 Rail AC



57450 Electric Locomotive BR 189 DB AG V
 57250  Electric Locomotive BR 189 DB AG V, 3 Rail AC



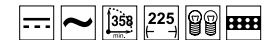
57961 Electric Locomotive BR 189 "Rurtalbahn" VI
 57861  Electric Locomotive BR 189 "Rurtalbahn" VI, 3 Rail AC



 57962 Electric Locomotive BR 189 Bayernhafen VI
 57862  Electric Locomotive BR 189 Bayernhafen VI, 3 Rail AC

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

All BR 189:



All  -Version:  



57520 Electric Railcar "Hondekop" NS III



57521 Electric Railcar "Hondekop" NS III



57525 Electric Railcar "Hondekop" NS III

57325  Electric Railcar "Hondekop" NS III, 3 Rail AC



57526 Electric Railcar "Hondekop Snurrbart" NS IV

57326  Electric Railcar "Hondekop Snurrbart" NS IV, 3 Rail AC

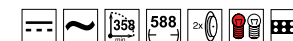


PIKO

 $\frac{1}{2}$ 

The electrification of the railway line between Roosendaal and Antwerpen during the mid 1950's required dual-voltage traction units that could operate in the Dutch 1500 V network as well as in the Belgian 3000 V network. The then preferred solution were electrical multiple units. The 2-car EMUs were derived from the Dutch class 54 EMUs and like those were nicknamed "Hondekop". The differing pantographs were designed to fit both electrical systems. The NS received eight units numbered 1201-1208 and the NMBS four units numbered 220.901-904. There was little difference between the Dutch and Belgian trains. Over the years small modifications like the headlight on top of the nose were applied. The train's paint scheme changed as well. Of the 12 EMUs only the Belgian 220.902 remains today. All other units have been scrapped.

All Electric Railcar:

All -Version:

57575 Electric Railcar "Hondekop Benelux NS" III

57375  Electric Railcar "Hondekop Benelux NS" III, 3 Rail AC

RAILCAR HONDEKOP

PIKO



57570 Electric Railcar "Hondekop Benelux NMBS 220901" III

57370  Electric Railcar "Hondekop Benelux NMBS 220901" III, 3 Rail AC



57374  Electric Railcar "Hondekop Benelux NMBS" III, 3 Rail AC



57571 Electric Railcar "Hondekop Benelux NS 1202" III

57371  Electric Railcar "Hondekop Benelux NS 1202" III, 3 Rail AC



57573 Electric Railcar "Hondekop Benelux NS 1208" III

57373  Electric Railcar "Hondekop Benelux NS 1208" III, 3 Rail AC



Overview of selected private railroad companies and their abbreviation

ACTS	Afzet-Container-Transport-Service NL
ADRIA	slowenisches Gütertransportunternehmen
Agilis	Verkehrsgesellschaft Regensburg
ALEX	Personentransportuntern. d. Vogtlandbahn
Alpha Trains	Leasinggesellschaft für Schienenfahrzeuge
ARRIVA	europäisches Eisenbahnunternehmen
BEHALA	Berliner Hafen- und Lagerhausgesellschaft mbH
BLS	Bern Lötschberg Simplon Bahn
Captrain	privates Eisenbahnunternehmen Berlin
Cargolink	norwegisches Transportunternehmen
Cargoserv	österreichisches Gütertransportunternehmen
CFL Cargo	luxemburgisches, internationales Unternehmen
CTHS	Container Terminal Halle Saale GmbH
Crossrail	Schweizer Eisenbahnverkehrsunternehmen
EH	Eisenbahn und Häfen GmbH
ERS Railways	privates Eisenbahnunternehmen der Maersk-Line
evb	Eisenbahn- und Verkehrsbetriebe Elbe-Weser
FRET	Güterzugsparte der SNCF
FYRA	privates holländisches Eisenbahnunternehmen
GATX	Güterwagen- Vermietgesellschaft
GKB	Graz Köflacher Bahn
green cargo	schwedisches Eisenbahnunternehmen
Group Train	Personenzugsparte der SNCB
HECTORRAIL	schwedisches Eisenbahnunternehmen

HGK	Hafen- und Güterverkehr Köln AG
HLG	Holz-Logistik & Güterbahn
HUSA	Husa Transportation Deutschland Duisburg
HVLE	Havelländische Eisenbahn AG
IGE	Interessengemeinschaft Eisenbahn
INFRALEUNA	Eisenbahntransportsparte der INFRALEUNA
IntEgro	Eisenbahnverkehrsunternehmen Reichenbach
InterConnex	Ostseeland Verkehrs GmbH
ITL	Import Transport Logistik
KSW	Kreisbahn Siegen-Wittgenstein
LanXess	Kölner Chemie Konzern
LDS	Eutiner Eisenbahnunternehmen
LOCON	Eisenbahnverkehrsuntern. Berlin/Brandenburg
Lokomotion	privates Eisenbahnunternehmen München
LTE	Logistik- und Transport GmbH
MEG	Mitteldeutsche Eisenbahn GmbH
Metrans	tschechisches Eisenbahnunternehmen
Metronom	Norddeutsche Eisenbahngesellschaft Uelzen
MGW	Service Instandhaltung v. Schienenfahrzeugen
MKB	Mindener Kreisbahn
MRCE	Mitsui Rail Capital Europe B.V.
MWB	Mittelweserbahn
NIAG	Niederrheinische Verkehrsbetriebe AG
NAH SH	Nahverkehrsverbund Schleswig-Holstein

NOB	Nord-Ostsee-Bahn GmbH
NWB	NordWestBahn
ODEG	Ostdeutsche Eisenbahn GmbH
OHE	Osthannoversche Eisenbahn AG
On Rail	private Wagon-Vermietgesellschaft Mettmann
ORV	private Wagon-Vermietgesellschaft Moers
P Logistic	belgisches Eisenbahnunternehmen
PCT Altmann	Deutsches Eisenbahntransportunternehmen
PEG	Prignitzer Eisenbahn GmbH
Press	Pressnitztalbahn Jöhstadt
RAG	Ruhrkohle AG
RAILPOOL	Lokomotiv-Leasing Unternehmen München
regental cargo	Güterverkehrssparte der Regentalbahn
RTS	Rail Transport Service
Rurtalbahn	Dürener Eisenbahnverkehrsunternehmen
schweerbau	Tief- und Gleisbauunternehmen
STLB	Steiermärkische Landesbahnen
Strukton	privates niederländisches Eisenbahnunternehmen
Uwe Adam	Eisenacher Eisenbahnverkehrsunternehmen
Veolia	Nahverkehrsanbieter
VPS	Verkehrsbetriebe Peine-Salzgitter
WASCOSA	Schweizer Vermieter von Eisenbahnwagen
WLB	Wiener Lokalbahnen AG
WLE	Westfälische Landes-Eisenbahn

DIESEL LOCOMOTIVE BR 218

PIKO



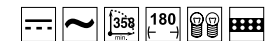
57508 Diesel Locomotive BR 218 DB IV

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.



- 57900 Diesel Locomotive BR 218 105 DB AG V
- 57800 Diesel Locomotive BR 218 105 DB AG V, 3 Rail AC

All BR 218:



All -Version:



**NEW
2016**

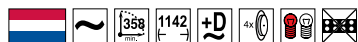


- 57901 Diesel Locomotive BR 218 DB AG V
- 57801 Diesel Locomotive BR 218 DB AG V, 3 Rail AC

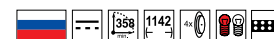
Picture shows actual size of the model



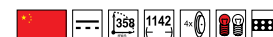
57305 ICE 3 DB AG V, 3 Rail AC



57306 ICE 3 NS V, 3 Rail AC
(w/o illustration)



96724 4-Unit Express Train Velaro "Sapsan" RZD V



96720 4-Unit Express Train Velaro "CRH" China VI

DIESEL LOCOMOTIVE TRAXX

PIKO

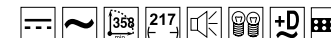
These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

sound module for TRAXX:

56191 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All TRAXX:



All -Version:



57531 Diesel Locomotive TRAXX P160 DE Landesnahverkehrsgesellschaft Niedersachsen V

57331 Diesel Locomotive TRAXX P160 DE Landesnahverkehrsgesellschaft Niedersachsen V, 3 Rail AC



57532 Diesel Locomotive TRAXX P160 DE "Bombardier" V

57332 Diesel Locomotive TRAXX P160 DE "Bombardier" V, 3 Rail AC



57538 Diesel Locomotive TRAXX 246 011-1 "IGT" VI



57539 Diesel Locomotive 285 "HSL" VI

57339 Diesel Locomotive 285 "HSL" VI, 3 Rail AC

**NEW
2016**



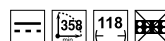
57540 Diesel Locomotive 285 "Captrain" VI

57340 Diesel Locomotive 285 "Captrain" VI, 3 Rail AC

Picture shows actual
size of the model



50500 Steam Loco



50501 Steam Loco w Tender



55000
Driving regulator BASIC
with power supply

55008 Basic Throttle 0-16V 2A
Technical data:
Input: 18 V DC, 2 A
Output: 0-16 V DC, 1,5 A
constant 16 V DC, 0,5 A



55006 Power supply, 2 A
Technical data:
Input: 230 V
Output: 18 V / 2 A / 36 W



55003 Adapter w Speed Control
(Adapter 5,4 VA) (230 V)



Technical data power supply
(Adapter 5,4 VA):
Input: 230 V AC, 50-60 Hz
Output: 12 V AC, 450 mA

Technical data driving regulator:
Input: 12 V AC, 2 A
Output: 0-12 V DC, 450 mA

DIESEL LOCOMOTIVE HERKULES

PIKO



57987 Diesel Locomotive Herkules "RTS" VI

57887  Diesel Locomotive Herkules "RTS" VI, 3 Rail AC

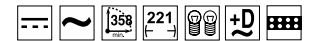


 97734 Diesel Locomotive Herkules "STLB" V



These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

All Herkules:



All  -Version: 



This sides of the loco are printed like in the original with different decorations.



NEW
2016

57989 Diesel Locomotive Herkules "LTE" VI

57889  Diesel Locomotive Herkules "LTE" VI, 3 Rail AC



Picture shows actual size of the model

DIESEL LOCOMOTIVE HERKULES



57595 Diesel Locomotive Herkules ER20-009
"MRCE dispolok" VI
57395  Diesel Locomotive Herkules ER20-009
"MRCE dispolok" VI, 3 Rail AC



57982 Diesel Locomotive Herkules ER20-2007 Siemens VI



 57580 Diesel Locomotive Herkules
Rh2016 ÖBB V



 57585 Diesel Locomotive Herkules ER 20-008
"WLB-Wiener Lokalbahn AG" V



 57884  Diesel Locomotive Herkules 761 "Metrans" VI,
3 Rail AC



The sides of the loco are printed like in the original with different decorations.



The sides of the loco are printed like in the original with different decorations.



57591 Diesel Locomotive Herkules "ARRIVA" V
 57391  Diesel Locomotive Herkules "ARRIVA" V, 3 Rail AC



57881  Diesel Locomotive Herkules 253 014-9
"Pressnitztalbahn" VI, 3 Rail AC

DIESEL LOCOMOTIVE HERKULES

PIKO



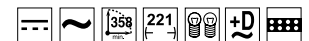
57598 Diesel Locomotive Herkules ER20 Siemens VI
57398  Diesel Locomotive Herkules ER20 Siemens VI,
3 Rail AC



57596 Diesel Locomotive Herkules "MRCE Bosphorus" VI
 57396  Diesel Locomotive Herkules "MRCE Bosphorus" VI, 3 Rail AC

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

All Herkules:



All  -Version:  



57988 Diesel Locomotive Herkules "Metrans" VI
57888  Diesel Locomotive Herkules "Metrans" VI, 3 Rail AC

Picture shows actual size of the model



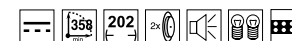
The class BB 26000 is a multi-purpose electric locomotive operated by the French national railway company SNCF. Between 1988 and 1998 234 locomotives were built. The BB 26000 is also well known under the name SYBIC. When the SNCF was divisionalized the pool of BB 26000 was split up as well. The freight division SNCF Fret received the largest chunk with 139 locomotives. 61 locomotives went to the long distance passenger division VFE, 20 went to the CIC division that is responsible for nationwide traffic, and 14 went to the RER division that operates regional trains.

The model's crisp engravings show every detail of the truck side frames with their axle boxes and suspension parts. The carbody with its doors, fan grilles, grab irons and the roof with its electric lines and pantographs were designed based on prototype documentation and received elaborate engravings. Painting and lettering conform to the SNCF prototype. A powerful motor drives all four axles via Cardan shafts and gearboxes. The model is equipped with directional lighting.

Exclusive model -
only available in France



96142 Electric Locomotive SNCF BB 26000 Carmillon VI



Picture shows actual
size of the model

DIESEL LOCOMOTIVE BB 63000



Picture: D. Letondal - LR Presse

The diesel-electric locomotives of the series BB 63000 had been built between 1953 and 1968 by the manufacturer Brissonneau & Lotz for the French state-owned railway company SNCF. The SNCF purchased the BB 63000 in order to supersede the steam loco series 140C. The universal diesel locomotive has a single cab, which is situated asymmetrically between the two superstructures. Originally, the locomotives could be found on the entire route network of the SNCF. Since 2006, the remaining locomotives are only used in goods transport.

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

The sharp engravings of the model show every detail of the bogie cover plates with the axle bearings, shock absorbers and spring elements. The casing with the flaps, ventilation grilles, handrails and guardrails had been modelled following the original and had been equipped with elaborated engravings. The print design and the painting correspond to the original of the SNCF. The model is driven by a powerful motor, cardan shafts, and transmission on all four sets of wheels. The change of lights occurs simultaneously with the change of the direction of travel.



  96270  Diesel Locomotive SNCF BB 663695 V, 3 Rail AC

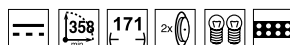


Picture shows actual size of the model

The SNCF first introduced the BB 66000, then named 040 DG, at the end of the 1950's. They served as replacement for a number of different steam locomotive types. Equipped with OGM prime movers the locomotives reached a top speed of 105 km/h (65 mph). They initially pulled express and freight trains. By the mid 1960's the BB 66000 were used almost exclusively in switching and freight train service. Today most of the remaining active locomotives belong to private operators or serve as industrial switchers. The model is a reproduction of the second batch of locomotives numbered 66041 to 66118. It captures the prototype's proportions excellently. The fine engravings on the truck side frames show every detail. The carbody with its fan grilles, grab irons, railings and doors is an exact reproduction of the prototype. The powerful motor drives all four axles through Cardan shafts.



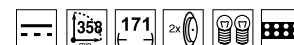
 96125 Diesel Locomotive SNCF BB 466099 V



Exclusive model -
only available in France



 96210 Diesel Locomotive SNCF BB 66000



Picture shows actual
size of the model

DIESEL LOCOMOTIVE BB 67000

PIKO

Between 1969 and 1975 the SNCF received a total of 232 diesel locomotives of the class BB 67 400. They are the last iteration of the very successful class BB 67 000 for the SNCF. They predominantly pulled fast freight and passenger trains both domestically and internationally. The model captures the proportions of the prototype excellently. Crisp engravings on the truck frames show every detail like axle boxes, shock absorbers and suspension bits. The body with its fan grilles, hatches and grab irons was designed based on prototype

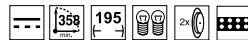
documents and shows extensive detail.

The motor drives all four axles through Cardan shafts and gearboxes. Due to its built-in DCC interface the model can be easily fitted with a DCC decoder. Lighting is directional. Painting and lettering conform to the SNCF prototype.

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.



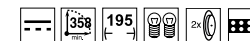
 95166 Diesel Locomotive SNCF BB 567590 V



Exclusive model -
only available in France



 95174 Diesel Locomotive SNCF BB 867470 En Voyage VI



Picture shows actual
size of the model



59172 Diesel Locomotive G 1700BB "GKB" VI



59418 Diesel Locomotive 7767 B VI



59200 Diesel Locomotive Am843 SBB V, 3 Rail AC



59417 Diesel Locomotive G 1700BB "BEHALA" VI
59217 Diesel Locomotive G 1700BB "BEHALA" VI, 3 Rail AC

NEW
2016



59173 Diesel Locomotive G 1700 "Schweerbau" VI
59073 Diesel Locomotive G 1700 "Schweerbau" VI, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE G 1700

PIKO

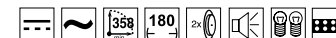
These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

sound module for Am843 / G 1700BB:

56192 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.

All Am843 / G 1700BB:



All -Version:



59216 Diesel Locomotive G 1700BB "Vossloh" VI, 3 Rail AC



59419 Diesel Locomotive V 1700.02 SETG VI

59219 Diesel Locomotive V 1700.02 SETG VI, 3 Rail AC



59171 Diesel Locomotive 7737 B-Technics "Colorado" B VI

59071 Diesel Locomotive 7737 B-Technics "Colorado" B VI, 3 Rail AC

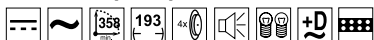
Picture shows actual
size of the model

STEAM LOCOMOTIVE BR 55 (G7.1)

- Free view through the driver's cab
- Elaborate interior fittings in the driver's cab
- The frame of the locomotive is made of zinc die cast
- The tender case is made of zinc die cast
- Perfectly operating rods and levers
- Automatic directional lights
- Case for PIKO sound module with loudspeaker # 56190
- Room for PIKO steam generator # 56160 / # 56161

INFO

All BR 55 (G7.1):



F56160 Steam generator 10-16 V AC/DC,
analogue Operation
56161 Steam generator 16-22 V AC/DC,
digital Operation
56162 Steam Distillate 50 ml & Filling Chute
(see page 368)



57550 Steam Locomotive Baureihe 55 (G7.1) DB III

Picture shows actual
size of the model

STEAM LOCOMOTIVE BR 55 (G7.1)

PIKO

This model is an authentic and detailed reproduction of the series 55 (G7.1) tender steam locomotive. This achievement is particularly demonstrated by accurate and extremely detailed colouring and printing. There are two versions available, the DB and the DR design. Because of various zinc die casting parts the locomotive's weight guarantees great pulling power.

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

sound module for G 7.1:

56190 sound decoder +
loudspeaker (see page 363)
The sound module must be
connected directly to the
56121 digital decoder.



95696 Steam Locomotive Rh 71 (G7.1) SNCB III
95697  Steam Locomotive Rh 71 (G7.1) SNCB III, 3 Rail AC




 57355  Steam Locomotive Rh 040 (G7.1) SNCF III, 3 Rail AC




95691 Steam Locomotive (G7.1) RENFE III




57551 Steam Locomotive Baureihe 55 (G7.1) DR III



57681 Bi-Level Control Coach DBmq776 DB AG V

57680 Bi-Level Coach DBmu748 DB AG V

The coach # 57681 is prepared for retrofitting of the frontal lighting # 56138 (see page 366).



57685 Bi-Level Control Coach DBmqe DR IV

57684 Bi-Level Coach DBmue DR IV

The coach # 57685 is prepared for retrofitting of the frontal lighting # 56138 (see page 366).



57623 Bi-Level Control Coach DBmqee DR IV

57622 Bi-Level Coach DBmtrue DR IV

The coach # 57623 is prepared for retrofitting of the frontal lighting # 56138 (see page 366).



58350 Set of 3 Bi-Level Coach Metronom V

PASSENGER CARS

PIKO



compatible locomotive:
59547 / # 59347 (see page 88)

57620 Bi-Level Coach DBuz747 DB Regio VI
57621 Bi-Level Control Coach, modernized, DBbuzf778 DB Regio VI

The coach # 57621 is prepared for retrofitting of the frontal lighting # 56137 (see page 366).



compatible locomotive:
59553 / # 59353 (see page 88)

57603 Bi-Level Control Coach, modernized, Metronom V
57602 Bi-Level Coach Metronom V

The coach # 57603 is prepared for retrofitting of the frontal lighting # 56137 (see page 366).

compatible locomotive:
59145 / # 59045 (see page 88)



For all Coach:  

For all Control coach:   

For all Cars:  # 56061



The Bi-Level Control Coach is prepared for retrofitting of the frontal lighting # 56137 (see page 366).

PASSENGER CARS



57644 Railjet Buffet Car 1st Cl. VI



57643 Railjet Passenger Car 2nd Cl. VI

57642 Railjet Passenger Car 1st Cl. VI



NEW
2016



57646 IC Passenger Car 1st cl. ČD VI



NEW
2016



57647 Passenger Car Regiojet CZ-SK VI



PASSENGER CARS

PIKO



 57645 IC Passenger Car 2nd Cl. "Najbrt" ČD VI



For all Cars:

 # 56060



 57628 IC Passenger Car 1st Cl. Apm SBB V



 57629 IC Passenger Car 2nd Cl. Bpm SBB V



**NEW
2016**



 58780 Passenger Car St. Petersburg-Moskau RZD VI



NEW MOLD
2016



Picture: Günter Kornhuber

 **57670 Control Car Railjet ÖBB VI**

compatible Starter Set:
57172 (see page 24)

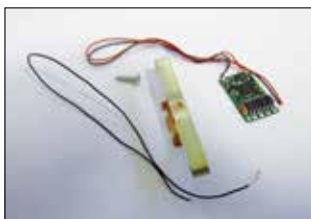
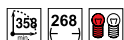
NEW MOLD
2016



Picture: Günter Kornhuber

 **57671 Control Car Railjet ČD VI**

For all Cars:  # 56060



56127
Upgrade kit with function decoder
for light change AC-Railjet Control Car

The prototype:

A train set of the Railjet was presented to the public for the first time in 2008 and since the timetable change 2008/2009, it is used by the ÖBB in the scheduled service. It is one of the fastest locomotive-hauled trains in the world and can be pulled or pushed with a speed of up to 230 km/h. Since 2014, the Railjet is also in service in the blue coloring of the CD between Prague and Vienna.

The model:

The newly designed PIKO models of the Railjet control cars of CD and ÖBB represent an ideal complement to the passenger train starts sets 57173 CD p.22 and 57172 ÖBB p.24. Now one can reproduce with their help the push-pull-train concept of the Railjet in an optical harmonious manner. The models have got a change of lights white/red and are prepared for the fitting of a function decoders #56126.

PASSENGER CARS

PIKO



Picture: Herbert Pfoser



For all Cars:

56060



-  58131 Set Electric Locomotive RH 1216 and 3 Railjet Passenger Cars ÖBB VI
-  58132  Set Electric Locomotive RH 1216 and 3 Railjet Passenger Cars ÖBB VI 3 Rail AC

Other corresponding models of RH 1216 cars can be found on page 104.



- 57611 IC Passenger Car 2nd Cl. Bpmz291.2 DB IV
- 57612 IC Passenger Car 1st Cl. Avvmz207 DB IV



- 57613 IC Passenger Car 2nd Cl. Bmz ÖBB V
- 57614 IC Passenger Car 1st Cl. Amz ÖBB V





57630 Passenger Car Bi DB III



57631 Passenger Car Bi 2nd Cl. DR III



57633 Passenger Car B 2nd Cl. DR III, red



57618 Passenger Car alex 2nd Cl. V
57619 Passenger Car alex 1st Cl. V



57605 IC Passenger Car 2nd Cl. Bpmz 294.4 DB AG V
57606 IC Passenger Car 1st Cl. Avmz 111.2 DB AG V
57608 IC Bistro Passenger Car 226.7 DB AG V



57609 IC Passenger Car 2nd Cl. Bpmz 291.2 DB AG V
57610 IC Passenger Car 1st Cl. Avmz 111.2 DB AG V



PASSENGER CARS

PIKO



57694 ICE 3 Car w Pantograph AVE V



358 279



57693 ICE 3 Car 2nd Cl. w Pantograph NS V



358 279



57692 ICE 3 Car 1st Cl. w pantograph NS V



358 279



57691 ICE 3 Car 2nd Cl. DB AG V

358 279



57690 ICE 3 Car 1st Cl. w pantograph DB AG V

358 279



97040 CRH Car 2nd Cl. w/o pantograph China VI



358 279

For all Cars: # 56060

For all ICE 3 Cars: # 56066

Exclusive model -
only available in China

NEW
2016



58715 High Side Gondola Eaos Bahnbau Gruppe DB AG VI

Picture shows actual
size of the model

NEW
2016



 58716 High Side Gondola Eaos SBB V

Picture shows actual
size of the model

FREIGHT CARS

PIKO



57750 High Side Gondola Eas
"Railion" DB AG V



57780 High Side Gondola Eaos SBB VI



For all Cars:

⚙ # 56060



57782 High Side Gondola OOr47 DR III



✘ 57794 High Side Gondola "ITL" VI

NEW
2016

NEW
2016



58717 High Side Gondola Eaos ÖBB VI



58725 High Side Gondola Eas-x PKP VI

For all Cars:

🚂 # 56061



☒ 57789 Boxcar "Walliser" SBB IV



☒ 57798 Reefer "Wernesgrüner" DB AG VI



☒ 58711 Reefer "Zentis" DB AG VI



NEW
2016



58721 Boxcar "Iglo" DB AG V



Picture shows actual
size of the model

FREIGHT CARS

PIKO



☒ 58712 Boxcar "Viba" DB AG VI



57788 Boxcar "Feldschlösschen" SBB IV



☒ 57799 Boxcar "Krombacher" DB AG VI



NEW
2016



58722 Boxcar "Pfanner" ÖBB V



Picture shows actual
size of the model

TANK CARS



57703 Tank Car DB IV



57716 Tank Car "EVA" DB IV



57754 Tank Car "MINOL" DR IV

NEW
2016



 58727 2-Axle Tank Uh PKP IV



57719 Tank Car "ARAL" DB III

NEW
2016



58719 2-Axle Tank Car Zhh DR III

Picture shows actual
size of the model

TANK CARS

PIKO



57713 Tank Car "MINOL" DR IV



57787 Tank Car "WACKER" DB IV



57715 Tank Car DR III



 97050 Tank Car
"Millet" SNCF III

NEW
2016

Exclusive model -
only available in France

For all Cars:  

 # 56060



58720 2-Axle Tank EVA / Fina DB III

NEW
2016

Picture shows actual
size of the model

For all Cars:

← # 56060



57708 Boxcar Gwhu02 DR III

358 100



57702 Gondola Omp50 DB III

358 105



57704 Boxcar Pwg14 DRG II

358 100



57721 Boxcar Pwg14 DB III

358 100

NEW
2016



58723 Boxcar RZD VI

358 131

FREIGHT CARS

PIKO

For all Cars:

⚙ # 56060



57705 Boxcar G02 DR III



57709 Boxcar G29 DB III



58713 Flat Car Kkm3230 DR IV,
w Lumber Load



57701 Flat Car Roo61 DR III



57717 Flat Car Kkm3230 DR IV



Exclusive model -
only available in France

NEW
2016



 97049 Flat Car SNCF IV



NEW
2016



 58726 Flat Car U-zx PKP IV





 57785 Flat Car "DREIER" SBB VI

Picture shows actual
size of the model

NEW
2016



58718 Flat Car Lgs579 w 2x20' Container "Maersk" DB AG VI

Picture shows actual
size of the model

FLAT CARS W CONTAINER



57747 Flat Car Lgs579 "DEUTRANS" DR IV

All Cars:  

⚙ # 56061



57759 Flat Car Lgs579 "APL" DB AG VI



58714 Flat Car Lgs579 "PIL" DB AG IV



57791 Flat Car "DR-Container" DR IV

Picture shows actual
size of the model



57727 Flat Car "OPDR" NS V



57706 Flat Car Lgs579 "P&O" DB Cargo V



57795 Flat Car Lgs579 "Hapag Lloyd" DB AG VI



57700 Flat Car Lgs579 "Hapag Lloyd" DB Cargo V



57773 Flat Car "TRANSCONTAINER" DB AG VI

Picture shows actual
size of the model

FLAT CARS W CONTAINER



96042 Flat Car Post SBB V



All Cars:  

56061



57772 Flat Car "NYK Logistics" DB AG VI



57796 Flat Car "Kühlcontainer" DR IV



57784 Flat Car "INTRANS" ČD VI



Picture shows actual
size of the model



55742 Chestnut Trees (3 Pcs)

height 115 mm



55743 Fir Trees (10 Pcs)

height 116 mm



55740 Fruit Trees (3 Pcs)

height 76 mm



55741 Deciduous Trees (3 Pcs)

height 115 mm



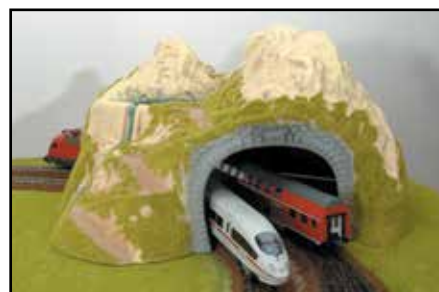
55744 Flowering Bushes (6 Pcs)

height 27 mm



55720 Single Track Tunnel

ca. 26 x 35 x 18 cm



55721 Double Track Curved Tunnel

ca. 42 x 49 x 20 cm



55737 Automobiles Diecast Metal (4 Pcs)

Finely detailed and painted diecast model cars.
Exactly reproduced number plates and model designations.



55750 Wooden Mast w/Light
55751 Telephone Poles (3 Pcs)

Replacement electric light bulb: # 56095

height 90 mm

55754 Street Light Single Arm
55755 Street Light Double Arm

Replacement electric light bulb: # 56097

height 120 mm

55752 Lattice Mast Light Single Arm
55753 Lattice Mast Light Double Arm

Replacement electric light bulb: # 56096

height 140 mm

55756 Old Street Lamp

Replacement electric light bulb: # 56098

height 88 mm



55711 Ground Cover 4 Colors

4 x ca. 20 g



55712 Lichen 4 Assorted Colors

4 x ca. 10 g



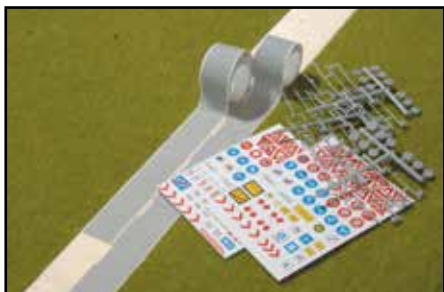
55713 Ballast Gray

ca. 200 g

55757 Building Light w socket 19 V, E 5,5 (4 Pcs)



55758 Light Bulbs (10 Pcs) 16 V



55726 Street Signs

2 x ca. 1 m



55710 Grass Matting

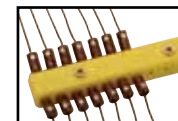
60 x 120 cm



55725 Crossing Gates

14 x 15 cm

55770 Distribution Block 12x 2-Pole (2 Pcs)



55771 Mini Plugs 32 Pcs & Sockets (8 Pcs)



55731 Figures Passengers (6 Pcs)



55730 Figures RR Personnel (6 Pcs)



55732 Farm Animals (8 Pcs)



55775 Copper Wire 4 Colors 10m each

55701 PIKO-Fix, Plastic Cement, 30 g



ATTENTION TO DETAIL

61820 Burgstein Station

In the course of the years a wooden waiting room has been added to Burgstein station. A small wooden kiosk and several sets of railings make this kit an interesting station feature.



11,8 x 5,1 x 5,1 "



61821 Burgstein Platform

10,4 x 3 x 2,6 "



61822 Burgstein Switch Tower

4,3 x 2,6 x 3,7 "



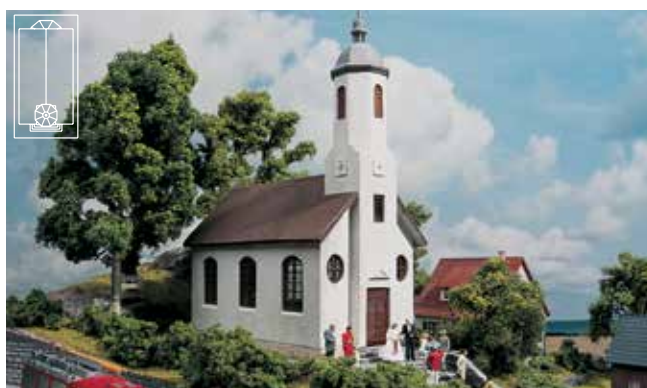
61823 Burgstein Loco Shed

9,7 x 4,7 x 4,1 "



61824 Burgstein Goods Depot

11,8 x 5,1 x 3 "



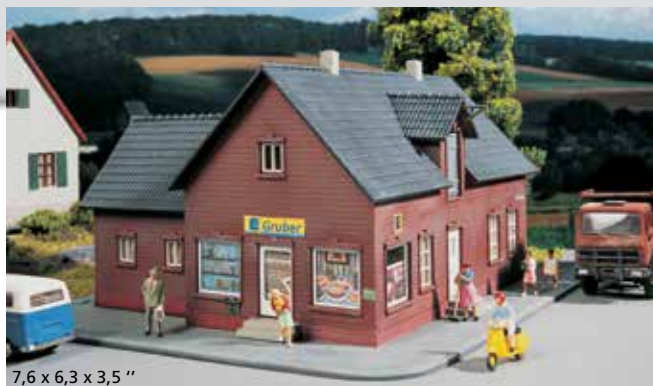
61825 St. Lucas Church

3,7 x 6,8 x 8,3 "



61826 House

4,1 x 4 x 4 "



7,6 x 6,3 x 3,5 "

61831 Shop



7,6 x 6,3 x 4,7 "

61836 Police Station



61833 Peter's Gig Bags & Cases Factory
8,3 x 5,9 x 3,5 "



61834 Dino Lube Oil Supply
3,1 x 2,4 x 1,6 "

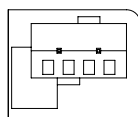


61835 Tommy's Food To Go
5,11 x 3,1 x 2 "



61830 Village Inn

To make sure the road from the weekly church service to the local inn is not too long, the "Krone" Inn stands right beside the church where it also offers a welcome to strangers. There are several guestrooms on the first floor and in the attic.



7,6 x 6,3 x 4,7 "



6 x 5,7 x 1,9 "

61827 Gas Station "ARAL"



The detailed model of the express locomotive BR 03.2 Reko has many individually applied lines, fine engravings and an elaborated print design
> see page 253

Steam Locos, E-Locos & Diesel Multiple Units – perfect technology for the sophisticated collector and hobbyist.

- > Precise technology
- > Excellent running characteristics
- > DCC interface
- > Highly detailed and true to scale

CLASSIC



Thanks to their retrofitting with a dome cladding, the modernized locomotives of the series 01 got an especially powerful look and convinced among other things in the interzonal traffic from Berlin and Leipzig to Bebra and Hamburg.
> see page 252



After the Second World War, the two railroad administrations in divided Germany used the powerful electric locomotives for decades in the passenger train service and in the fast train service.
> see page 261



STEAM LOCOMOTIVES BR 01.5 REKO

At the beginning of the sixties the Reichsbahn began modernising the class 01 locos. A characteristic feature of the rebuilt engines was the typical dome-shaped housing which gave the locomotives a particularly beefy and powerful appearance. A total of 35 locos were re-built and put into service again as class 01.5. The numbers up to 01 518 were fitted with coal-firing but from 519 on it was decided to put in oil-firing. Later another 11 coal locos were converted to the meanwhile established oil-firing system. Altogether these locos met the expectations placed in them although long, heavy express trains often tested the limits of their performance. There are still 5 of these elegant steam locos to be found today in museums. They continue to demonstrate their power and elegance on special excursions.



50104 BR 01.5 Reko Pressnitztalbahn V, Coal

The locomotive tender is only printed on the left side, like the original.



50101 BR 01.5 Reko DR III, Coal

The BR 01.5 still looked elegant and fast with a coal tender. It cut a fine figure in front of inter-zonal trains which it took from Bebra and Hamburg to Leipzig and Berlin.



50100 BR 01.5 Reko DR IV, Oil

NEW
2016



50107 BR 01.5 DR III, Oil, Boxpok Wheels

50407  BR 01.5 DR III, Oil, Boxpok Wheels, 3 Rail AC

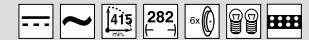


STEAM LOCOMOTIVE BR 03 REKO

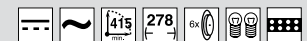


Following good experiences with the reconstruction of the 01 and 41 series steam locomotives, between 1969 and 1975 the DR (Deutsche Reichsbahn) also had a total of 52 engines from the 03 series equipped with the still-serviceable boilers from the retired 22 series (reconstructed Prussian P10, ex-39.0-2 series). As a result, these machines also achieved performance equal to those of the 01 series and were frequently used in express train service.

All BR 01.5:



BR 03:



All 3-rail-Version:



50112 BR 03.2 Reko DR IV

50412 BR 03.2 Reko DR IV, 3 Rail AC

STEAM LOCOMOTIVES BR 41 REKO

The programme for re-fitting the older locos from construction series 41 began as early as 1956. The locos were re-fitted in the former Karl-Max-Stadt and Zwickau works. The boiler with the designation 39 E was built into a total of 80 locos from construction series 41 and proved a great success. It could be recognized by the mixing box in front of the smoke box, two boiler domes (sand dome and steam dome) as well as by the seven washing vents, which were situated in a line at the back of the boiler.

- Detailed reproduction of the mixing preheater
- Close coupling between loco and tender
- Highly detailed spoked wheels
- Additional free-standing pipes
- Free-standing boiler feed valves
- Detailed boiler with finely engraved lines and washing vents

INFO



50125 BR 41 1150-6 Museum Loco V

50126 BR 41 DR IV
50426  BR 41 DR IV, 3 Rail ACNEW
201650128 BR 41 Museum Loco Eisenach VI
50428  BR 41 Museum Loco Eisenach VI, 3 Rail AC

STEAM LOCOMOTIVES BR 38

In 1910 the Hartmann locomotive works in Chemnitz began the construction of the first 2'Ch2 steam locomotive of the XII H2 type. This locomotive was designed to deal with, and speed up, passenger traffic in the hilly country of the Saxon Hügelland. In designing these machines the firm of Hartmann fell back on the well-proven XII H1 boiler of the later 17.8 series, making minor alterations in the process. The locomotive's total heating area was 162 m² and the inclined grid had an area of 2.83 m². The driving mechanism had two horizontal external cylinders that drove the central coupled axle.

A Westinghouse airbrake was used on the main drive wheels in the same manner as the previous series locos. With a top speed of 90 km/h and 1,320 horse power it was similar to the Prussian P8.

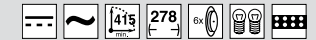


50117 BR 230 SNCF III

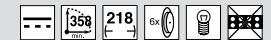


50118 BR 38.2 DRG II

All BR 41:



All BR 38:



All  -Version: 

STEAM LOCOMOTIVES BR 89



50055 BR 89 Saxon VT Sächs.Sts.E.B. I

In 1901 Hartmann sent a total of 31 Saxon VT steam locomotives to SStEB. The engine with its rather simple and rugged design was primarily used for shunting and delivery services. The Saxon VT was driven by an Allan valve gear. The PIKO model is a perfectly detailed reproduction of the original, its colouring, and printing.



50054 BR 89.2 DRG II

After the Deutsche Reichsbahn had introduced the new number system, the Saxon VT tender steam engines were re-classified as sub-series 89.2. The railway lines were not altered.



50057 BR 89.2 DR III



50056 BR 89.2 works locomotive 3 RAW Karl-Marx-Stadt III

Picture shows actual
size of the model

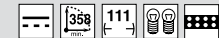
STEAM LOCOMOTIVE BR 82



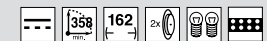
Picture: Gerd Höfkens

In the postwar years, the first newly-constructed loco series on the still-young DB (German Federal Railways) was the class 82. It was intended as a heavy shunting and transfer locomotive for freight work. Locos 82 023 to 82 037 were delivered complete with a Knorr feedwater heater. The last four machines from the Esslingen contractors were built with different cabs, in which the doors closed flush with the cab. Locomotives 041 and 042 were also equipped with a backpressure brake system for use over steep terrain. Although the locos fulfilled the requirements placed on them, the delivery of the heavy diesel switchers of the V90 series and the regular V100 diesel engines put an end to the service lives of the 82 series as early as 1972. On August 24, 1972, the last locomotive of this series, the 082 035-7, was withdrawn from service.

All BR 89:



BR 82:



50047 BR 82 DB III

Picture shows actual
size of the model

Beginning in 1908 the Sächsische Maschinenfabrik Hartman has built a total of 163 tank locomotives with ten driving wheels of type Eh2t. The axles on these locomotives could move laterally to help it better negotiate curves. The locomotives were equipped with a triple barrel boiler, were rated at 1170 Psi, had a boiler pressure of 12 bar and a top speed of 45 km/h (28 mph). The DRG took over 139 locomotives that were designated 94.20-21. After the second world war the number of active locomotives shrank. The remaining engines ran in Saxony in places like Zwickau, Bautzen, Aue or Dresden. They were used in freight and passenger service. In order to be able to use the proven Saxon BR 94 on lines with steep gradients, the DR equipped a number of engines with Rigenbach counter-pressure brakes. This allowed the engineer to reduce the train speed down to 20 km/h (12 mph) without the use of the pneumatic train brake. Simultaneously the counter-pressure brake could be used to maintain speed on downhill sections. The counter-pressure brake equipped locomotives could be identified by the small chimney in front of the smoke stack that served as silencer for the counter-pressure brake. These locomotives were mostly used on the steep line between Eibenstock unterer Bahnhof und Eibenstock oberer Bahnhof in Saxony. The PIKO model exactly reproduces the prototype. The actuating cylinder, the small chimney and the differently routed pipes are all shown on the model.



50265  BR 94.20-21 w Back Pressure Brakes DR III



50062 BR 94.20-21 DRG II



50068 BR 94.20-21 DR IV

50268  BR 94.20-21 DR IV, 3 Rail AC

Picture shows actual
size of the model

STEAM LOCOMOTIVES BR 95

During the beginning of the 1970's the DR continuously increased the permissible train weights for the BR 95. This required more and more physical effort by the engine crew. In order to address complaints from fireman the DR began to convert the BR 95 to oil burners in 1971. A total of 24 locomotives were converted. After the conversion the locomotives returned to their old assignments and reliably pulled passenger and freight trains for many more years.



50133 BR 95 DR IV, Coal
50433  BR 95 DR IV, Coal, 3 Rail AC

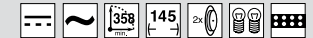


 50134 BR 95 DR IV, Oil

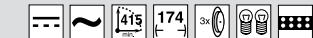


50135 BR 95 DR III, Coal
50435  BR 95 DR III, Coal, 3 Rail AC

All BR 94:



All BR 95:



All  -Version: 

NEW
2016

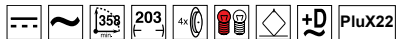
Picture shows actual
size of the model

ELECTRIC LOCOMOTIVES BR 63 & BR 93



51095 Electric Locomotive E 93 DB III

51295 Electric Locomotive E 93 DB III, 3 Rail AC



In 1934 the DRG ordered a three-axled electric locomotive without a carrying axle from the AEG and BBC/KIM (Krauss in München) companies with the series name E63. In 1960-61, the DB completely overhauled the machines in the then-AW Freimann. The most noticeable change was the addition of shunt platforms, a third window in the driver's cabin and an additional side window. The third head light was moved to the front end. Beginning in 1960, these electric locomotives were painted crimson instead of green. Until the last locomotive was phased out in 1978, they ran in Stuttgart, Munich, Augsburg and Garmisch.



51096 Electric Locomotive BR 193 DB IV



51086 Electric Locomotive E 163 BBC DB IV

51286 Electric Locomotive E 163 BBC DB IV, 3 Rail AC

Picture shows actual
size of the model

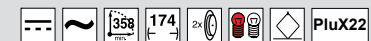
ELECTRIC LOCOMOTIVE BR 04

The progressive electrification of the main lines in the thirties resulted in a lack of powerful electric express train locomotives. The Deutsche Reichsbahn Gesellschaft therefore ordered a locomotive known as BR E04 from the AEG with a 1'Co1' axle layout. By 1935 a total of 23 locos of this type had been delivered and were stationed at the loco depots in Leipzig, Magdeburg, Halle, Nürnberg, Bamberg, and Treuchtlingen. After the end of the Second World War, of the total of 23 engines the E104 17 to 22 remained in the area of the later DB and the remaining 17 were taken over by the DR. Many had suffered damage during the war and were unuseable.

By 1947 the DB had brought all the locos back into service operating from their home depot in Nuremberg. A year later they were transferred to Munich Main Station where they remained until they were again re-housed in Osnabrück in 1968. The last of the locomotives, meanwhile re-classified as BR 104 were taken out of service by the DB on October 22, 1981.

The DR had renovated a total of 13 locos by 1957. They were stationed in the Leipzig West, Magdeburg, and Halle depots and were used from there on all the electrified lines for passenger and express train services. On April 28, 1976 the last representative of the series with the DR, the 204 001, was withdrawn from active service.

BR 04:



All -Version:



51006 Electric Locomotive BR 104 DB IV

51206 Electric Locomotive BR 104 DB IV, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVES BR 180



  51045 Electric Locomotive BR 371 001-9 ČD VI



 51046 Electric Locomotive BR 372 001-8 ČSD IV



 51047 Electric Locomotive BR 371 ČD V

NEW
2016



51048 Electric Locomotive BR 180 DB AG V

51248  Electric Locomotive BR 180 DB AG V, 3 Rail AC

ELECTRIC LOCOMOTIVES BR E11 / E42

PIKO



51255 BR 142 DB AG V, 3 Rail AC



51038 Electric Locomotive E11 DR III

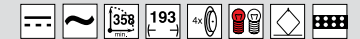


51039 Electric Locomotive E211 DR IV, green / gray

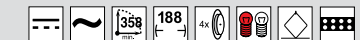


51056 Electric Locomotive 109 Scandlines V
51256 Electric Locomotive 109 Scandlines V, 3 Rail AC

All BR 180:



All BR E11 / E42:



All -Version: +D

The BR 211 / BR 242 / BR 142 are, for example, authentic train locomotives for the PIKO double-decker articulated trains. (see page 272).

DIESEL COMMUTER TRAIN DESIRO



 95993 DMU Desiro 6342 MAV VI



52086 DMU Desiro BR 642 Elbe-Saale DB AG VI

NEW
2016



52087 DMU Desiro BR 642 DB Regio Westfrankenbahn VI

52287  DMU Desiro BR 642 DB Regio Westfrankenbahn VI, 3 Rail AC

- 3 lighted lamps with white LEDs
- White interior lighting with LEDs
- Highly detailed bogies
- Separate decoder box
- Free view through the passenger car
- Close coupling between power car and trailer
- Slow running motor
- Highly detailed air conditioning boxes on the roof

INFO

DIESEL COMMUTER TRAIN DESIRO

PIKO

The DB AG took delivery of 196 duplex "Desiro" railcars from Siemens Duewag Schienenfahrzeuge GmbH. These fully air-conditioned coaches for regional trains have passenger-friendly low level entrance steps and a modular interior design.

Of the total of 123 seats 12 are in the first class. The outer bogies are each driven by a six cylinder diesel engine via a five gear automatic transmission with integrated retarders. The drive units each produce 275 kW, fulfill the Euro 2 emission standards and accelerate the double unit with a tare weight of 68.2 tons from 0 to 100 km/h in 25 seconds (maximum speed 120 km/h.).

The lightweight design (aluminium shell) reduces the operating costs and exhaust emissions. The center ends of the coaches are articulated, resting on a single bogie producing an axle pattern of B'(2')B'. The private railways e. g. the Connex and Vogtland railways have meanwhile also put the Desiro into service in a variety of liveries.



DETAIL

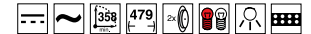
Photo: MIBA

The decoder case of all the Desiro models can be easily found and opened. Just open the cover panel at the bottom of the powered vehicle.



✚ 52028 DMU Desiro BR 642 Veolia Verkehr GmbH "Müritz" V

All DMU:



All  -Version: 



Picture shows actual size of the model

DIESEL COMMUTER TRAIN DESIRO



52038 DMU Desiro Städtebahn Sachsen VI



52234 DMU Desiro Rh 5022 ÖBB "Puchberg" V, 3 Rail AC



52235 DMU Desiro Rh 5022 ÖBB "S-Bahn Steiermark" VI, 3 Rail AC



52216 DMU Desiro Rh 5022 ÖBB V, 3 Rail AC



DIESEL COMMUTER TRAIN BLUE FLASH

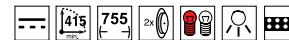
For fast Inter-City services the Austrian Federal Railways (Österreichische Bundesbahnen = ÖBB) developed the modern class 5045 diesel railcars as early as the fifties. The hump on the roof over the railcar head contained the cooling unit and gave the vehicle its unmistakable appearance until the reconstruction in 1970. Until its removal this hump also prevented the widespread use of the railcar because of its excess height. The first 5045 units were based at Vienna South and were used on the lines to Traviso and Villach. Since they reduced the earlier travel time from eight to six and a half hours they were given the nickname "Blue Flash". They won international renown when used under the name "Vindobona" on the route from Franz Josef Station in Vienna via Gmünd, Prague and Dresden, and on to Berlin in 1962/63.3.

- Highly detailed ventilators on the roof
- Highly detailed bogies with separate parts
- Engraved BBÖ logo
- Engraved Eagle sign
- Detailed seats in the cars
- Close coupling between cars
- Model runs at proportionally correct speed

INFO



52067 Blue Flash Rh 5045 BBÖ III 3-Unit



NEW
2016

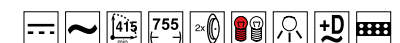


52268 Blue Flash BBÖ III 2-Unit Train, 3 Rail AC



52069 Blue Flash Rh 5045 BBÖ III, 2-Unit

52269 Blue Flash Rh 5045 BBÖ III, 2-Unit, 3 Rail AC



The Deutsche Reichsbahn Gesellschaft purchased these standard small class I locomotives as early as the thirties to take on light shunting duties on freight and mail stations. The locomotives built by the locomotive manufacturers Deutz, Gmeinder and Windhoff were given the designation Kö, a name derived from their construction as small loco with diesel motor. Since they were only intended for light shunting duties, deliveries, and service duties on depot sidings, a power output of 39 PS and a maximum speed of 23 km/h were sufficient. Their simple design and uncomplicated handling properties for the shunting workers led to the purchase of more than 1200 locos by the DRG by 1938 including the Kö I's successor the Kö II. Both German rail companies were still using these class I Kö locos for light shunting duties at the beginning of the seventies.

All Kö I:      



52050
Kö I DB IV

Picture shows actual
size of the model

NEW
2016



52057
Kö I DR III

Picture shows actual
size of the model



NEW
2016



 52058
T 200 ČSD III

Picture shows actual
size of the model

From time to time, PIKO releases special limited-edition sets of models which are not available individually in identical decorations.



58105 Saxonia I Loco & 4 Cars

58205  Saxonia I Loco & 4 Cars, 3 Rail AC

This model is a reproduction of the first train to run from Leipzig to Dresden on the first long-distance railway line in Germany on April 7, 1839.



58111 TOFT Set 2013: regional train Thuringia - diesel locomotive BR 119 with authentic train set DB AG V



After the merger of the two German rail administrations into the DB AG in the year 1994, it was stipulated that the Reko cars of the DR will be replaced with excess DB fast train cars in local transport. The Reko baggage cars were used longer. This led to "colorful" train sets such as BR 219, ABm-Dage-Bm. These trains were shaping the image until the late 1990s on the secondary lines in the new federal states of Germany.



The two- and three-axle reko cars
had a very high importance for
the passenger traffic of the DR.
> see page 285

Passenger cars ranging from early Saxon cars to modern bi-level cars

- > Detailed colour schemes
- > Realistic and very accurate printing
- > High degree of detail and accurate scale



Many of the two-axle Saxon passenger cars proved to be extremely durable vehicles and were indispensable for the passenger train service at the Deutsche Reichsbahn for many years.

> see page 278



Own mail cars had a long tradition in Germany. The mail was not only transported in the cars, but it was also sorted and further processed in the train.

> see page 288



CLASSIC

DOUBLE DECKER ARTICULATED TRAIN DGBgqe

VEB Waggonbau Görlitz delivered a large quantity of double deck articulated trains starting in 1970. The five-part double deck train from 1970 is a further development of the type built since 1957. It is shorter than its predecessor, since each car has only eight instead of nine compartments. The five-part train is 99.8 m long and has 537 seats. The trains were built with and without push-pull train equipment. The three middle wagons are of the same construction and interior fittings and the end cars were designed differently. The image shows a train with push-pull equipment. There are control compartments for push-pull train operation, equipped with all of the control elements accordant with the basic configuration of modern motor vehicle driver's cabs. Some of these trains were painted red and traveled on the Halle/Leipzig (Saale) city commuter railway. These double deck trains are only intended for domestic transport. The highest permissible speed is 120 km/h.

The 5-piece model of this double deck train, made to scale, is labeled in Ep. IV. Fine engravings, like hand rails, detailed bogies, rail car junctions, interiors and realistic, extremely precise details make this model especially attractive.

The control car has a red/white light variation and the cars are all prepared for retrofitting with interior lighting # 56104. You will need 5 interior lighting kits (# 56104) for the entire train.

All Coaches:  # 56061



DETAIL



53120 5-part Double Decker Articulated Train DGBgqe DR IV



53121 5-part Double Decker Articulated Train DGBgqe DR IV

DOUBLE DECKER ARTICULATED TRAIN DGBgqe

PIKO

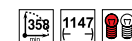
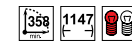


59560 / # 59360

The PIKO train locomotive model # 59560 / # 59360 (see page 133) is compatible for the articulated trains.

- Control Car
- straight windows on the upper deck
- lower carriage transitions and in addition fitting ones interior furnishings
- the length of the train
- Epoch IV
- no supplements possible

Differences to the DGBe12
Double Decker Articulated Train



DOUBLE DECKER ARTICULATED TRAIN DGBe12

In 1957, 98 newly developed bi-level articulated trains were created for district and local transportation. They were made from a total of 5 carriages; two end carriages and three trailers. The carriages were connected by a short centerpiece with entry area. In these centerpieces, there were the stair landings, from which you could reach the lower and upper floor. The high front crossover between two articulated trains was characteristic for this class of carriage. The trains were used until 1986, then they were replaced by the double-decker single carriages.

If required, baggage and buffet carriages could be added to the trains. The scaled 5-unit model of the bi-level train is labeled with Ep. III. Delicate engravings, like hand poles, detailed bogies, vestibule connections and the interior design make the model particularly attractive. The carriages are ready to be retrofitted with internal lighting. The train can be complemented with the baggage and buffet carriage models.

LED-Interior Lighting: # 56140 (Train)

You will need 5 interior lighting kits for the entire train.

All Coaches: # 56061



DETAIL



53181 3-part Double Decker Articulated Train DGB26 DR IV



53180 5-part Double Decker Articulated Train DGBe12 DR III

DOUBLE DECKER ARTICULATED TRAIN DGBE12



53190 Double Decker Luggage Van DDg DR III

LED-Interior Lighting: # 56142 (Luggage Van)



53191 Double Decker Buffet Car DGR DR III

LED-Interior Lighting: # 56141 (Buffet Car)



- angled windows on the upper deck
- raised carriage transitions and in addition fitting ones interior furnishings
- the length of the train
- Stroke Deutsche Reichsbahn in Epoch III
- baggage and buffet carriage as a supplement

Differences to the DGBgqe Double Decker Articulated Train



50100

The PIKO model # 50100 (see page 252) is a compatible locomotive for the articulated train.



The compatible cars for the Double Decker Articulated 5-Unit Train are:

53190 Double Decker Luggage Van DR III and # 53191 Double Decker Buffet Car DR III



EXPRESS COACHES

In 1907 a series of four-axle express cars appeared on the state railway of Saxony, one 1st/2nd/3rd class car, one 2nd/3rd class, and one purely 3rd class car. Typical for this group of cars was the arched roof with no clerestory roof section, as was usual with Prussian passenger cars. The frame was constructed of steel channels with trussrods for strength. The trucks were a fairly standard "drop-equalized" design, assembled from components, with coil springs on the sideframes as well as leaf springs connecting to the truck bolsters. The brake cylinders were of an efficient single-chamber style with rapid response, as was needed for high speed service. The carbody was of composite construction, with a sheet metal skin stretched over a wooden framework.

A distinguishing feature of these cars was the side doors, which were recessed into the body at each end, with the resulting "notch" carrying up to the roof. The fully enclosed end vestibules were connected with flexible diaphragms, allowing for safe passage between cars in any weather. By the standards of the time, these cars were quite advanced and offered a high degree of comfort. Long trips to Munich and Frankfurt were part and parcel of their operations and they generally had quite long service lives. Following the second World War most of the cars in this class remained in the eastern German area operated by the DR, although a few were used by the DB. The last of these cars was withdrawn from service in 1965.



53360 Express Coach AB4ü DR III

← # 56060



53361 Express Coach B4ü DR III

← # 56060



53369 Express Coach AB4ü 1st / 2nd Cl. DRG II

← # 56060



SAXON COMPARTMENT COACHES

All Coaches: # 56060



53212 Compartment Coach B4p 2nd Cl. DR III
53213 Compartment Coach B4p 2nd Cl. DR III



Already three years before the construction of the first Saxon 2nd class compartment cars, the 3rd class cars were built. The designation at that time was CSa98. These types of car were mainly put into service for the passenger train service, but also for the express service. A typical feature was the arched roof without roof light construction as well as compartment doors at the long sides of the car. As usual for the Saxon cars, the compartment sizes determined the length of the cars respectively. The cars had gas lighting and were equipped with wooden seats. They partly remained in service at different railroad companies until 1972, but were often completely redesigned and modernized.



53311 Compartment Coach 1st / 2nd Cl. SNCF III
53312 Compartment Coach 2nd Cl. SNCF III



53313 Compartment Coach 3rd Cl. SNCB III



53314 Compartment Coach 3rd Cl. SNCB III



SAXON COMPARTMENT COACHES

Interior Lighting: # 56136



53140 Saxon Coach BSa 13 2nd Cl. DRG II
 ↳ # 56060



53141 Saxon Coach CSa 11 3rd Cl. DRG II
 ↳ # 56060



53142 Saxon Luggage Van CtrSa 16 DRG II
 ↳ # 56060



53143 Saxon Coach CiSa 09/36 DRG II
 ↳ # 56060



53144 Saxon Mail and Luggage Van
 CtrPostSa 10 DRG II; ↳ # 56060



✘ 53154 Saxon Coach DiSa 13 4th
 Cl. K.Sächs.Sts.E.B. I
 ↳ # 56062



✘ 53157 Saxon Luggage Van
 PwSa 10 K.Sächs.Sts.E.B. I
 ↳ # 56062



SAXON COMPARTMENT COACHES

PIKO

All Coaches: # 56060

Interior Lighting: # 56136



53162 Passenger Car C3-4010 ČSD III



53163 Passenger Car C 48 020 3rd cl.
BBÖ III



53164 Passenger Car C 48 022 3rd cl.
BBÖ III



53165 Passenger Car C 48 050 3rd cl.
BBÖ III



53166 Baggage Car 69 991 BBÖ III



"VALANCE" COACHES

These distinctive passenger cars originated from two prototype cars which were developed in 1939 by Linke-Hoffmann-Bush based on the well-known DRG "Schürzen" (skirted) fast train cars. They also had streamlined lateral skirts and encased car ends. Other than for the fast train cars, the entries located at the car ends were restored and equipped with two revolving doors each in order to speed up the entry and exit of passengers. Only three of these skirted fast train cars are preserved as historical vehicles for the historical train of the Nuremberg Transport Museum.

All Coaches:  # 56061

Interior Lighting: # 56135

All Coaches:  



53270 Valance Coach AByse633 1st /2nd Cl. DB IV



53272 Valance Coach AB4ümle 1st /2nd Cl. DR III



53273 Valance Coach B4ümle 2nd Cl. DR III



53275 Valance Coach B4ylwe 2nd Cl. DB III

CORRIDOR COACHES

PIKO

These four-axle day coaches were the first passenger cars that were newly developed in the GDR. Their outer appearance with the strongly drawn down side walls ("skirts") was highly oriented towards the so-called skirted cars of the pre-war time. At first, they were intended to be used commuter transport and in local transport. But later, they ran mainly in the fast train and inter-zonal traffic with the FRG. The cars are a full-metal construction, at which the side and the front walls had been attached afterwards. For the fast boarding and debarking, there were two doors respectively at each end of the coach. In addition, there was a broad entry point with two doors. There were two different variants for the interior decoration: either with fixed seats, or with seats whose backrests could be turned down respectively in the direction of travel. The vehicles were heated by means of a low-pressure steam heating, an electrical heating was retrofitted later.

All Coaches:  # 56061



53205 Corridor Coach Bghue DR IV

The roof is painted grey, the original and traditional colour; Interior Lighting # 56130



53206 Corridor Coach Bghue DR IV

Just like the original version, the roof of this model corridor coach is grey; Interior Lighting # 56131



 **53350 Corridor Coach 2nd Cl. B4mge DR III**

Interior Lighting # 56130



MODERNIZATION CARS

The serial production of the modernisation cars of the DR started in the year 1961 with the construction of day coaches of the 1st class, of the 1st and 2nd class, and of the 2nd class with skirts. When there were no more "donor cars", the DR decided to continue the production with new undercarriages from the own production with the same dimensions and the same repartition of the windows. In order to meet the requirements in the fast train traffic, a number of dining cars and baggage cars had been built additionally. The vehicles proved themselves well. In the years from 1989 to 1995, the last vehicles had been withdrawn from service.

Interior Lighting: # 56100

All Coaches: # 56061



53240 Modernization Coach 1st Cl. A4ge DR III



53241 Modernization Coach 1st / 2nd Cl. AB4ge DR III



53242 Modernization Coach 2nd Cl. B4ge DR III



53243 Modernization Luggage Van Pw4ge DR III



53244 Modernization Coach 1st Cl. Age DR IV



53245 Modernization Coach 1st / 2nd Cl. ABge DR IV



53246 Modernization Coach 2nd Cl. Bge DR IV

Interior Lighting: # 56100

All Coaches:  # 56060



53253 Modernization Coach 1st Cl. Age DR IV



53254 Modernization Coach 1st / 2nd Cl. ABge DR IV



53255 Modernization Coach 2nd Cl. Bge DR IV

WINDBERG COACHES

In 1907, the passenger traffic started on the Windbergbahn line between Dresden and Posendorfer. The difficult routing with steep gradients of up to 24 ‰ and curve radii of partly less than 100 metres required vehicles that had a maximum centre distance of 4,5 metres. The cars that were designed characteristically short for this purpose quickly became generally known as "Windbergwagen" (Windberg car). Windberg cars were preferably employed in twos in the excursion traffic.

After the Second World War, two of the remaining cars of the Windbergbahn had been adapted to the new numbering system of the DR (Deutsche Reichsbahn) and had been painted according to the DR colour scheme.

The models have an exemplary interior decoration.

All Coaches:  # 56060



DETAIL



 58347 Set Windberg Coaches DR III

Picture shows actual size of the model

REKO COACHES

PIKO

All Coaches: # 56061
Interior Lighting: # 56101

All Coaches:



53020 Reko Series 3-Axle Coach 2nd Cl. Bage DR IV



53021 Reko Series 2-Axle Coach 2nd Cl. Baage der DR IV



53022 Reko Series 3-Axle Luggage Van Dage DR IV



53023 Reko Series 3-Axle Mail Van Post-a DR IV



53024 Reko Series 3-Axle Coach for Passengers
w Bucking Load 2nd Cl. Bagtre DR IV



NEW
2016



58349 Set 2 x Passenger Car 2nd cl., 1 x Bage, 1 x Baage and 1 x Carry-On Luggage Car 2nd cl. Bagtre
DR IV, w Repair Patches



REKO COACHES



53081 Reko Series 2-Axle Coach 2nd Cl. Bge DR III



53082 Reko Series 3-Axle Luggage Van D3ge DR III



53083 Reko Series 3-Axle Mail Van Post 3e-cl DR III



53084 Reko Series 2-Axle Coach for Passengers
w Bucking Load 2nd Cl. Bgtre DR III



53087 Reko Series 3-Axle Luggage Van D3ge DR III



53080 Reko Series 3-Axle Coach 2nd Cl. B3ge DR III

Picture shows actual
size of the model

LUGGAGE VANS

PIKO

Already in 1837, in England the idea emerged to have processed the letter mail in the trains during the journey, in order to save time. In Germany, Baden was the first state, which introduced the railroad mail service in 1848. This type of mail transport quickly developed to a worldwide indispensable operating resource, because the mail pieces could be transported significantly faster compared to the stagecoach. Between 1930 and 1934, a total of 21 two-axle mail cars of the type -b/8.5 were built for the service on local railways. The loading weight of the small post car was 2.5 tons. The interior was divided in a small letter room and a larger package room. The last car was discarded in 1963.

All Coaches: 🚂 # 56060



54595 Railway Mail Van Post b/8,5 DRG II



53235 Luggage Van Pwg88 DR III



Picture shows actual
size of the model

RAILWAY MAIL VANS



53325 Railway Mail Van Post 4ü-a/17 DBP III
t # 56060



53229 Railway Mail Van Post-a/15 DBP IV
t # 56060



53230 Railway Mail Van Post-a/15 DP IV
t # 56060



53264 Railway Mail Van Post-p/13 DBP IV
t # 56060



53327 Railway Mail Van Post Bpw4-b/15
DBP III; t # 56060



NEW
2016



53231 Mail Van Fa ČSD III
t # 56060



RAILWAY MAIL VANS



53387 Mail Van Post mr-a55 DBP IV
 ↳ # 56061



53307 Mail Van Post 4-p/21 DBP III
 ↳ # 56061



 **53175 Luggage Van Da ČSD III**
 ↳ # 56061
 Interior Lighting: # 56135



53176 Luggage Van Düe DR IV, w/o Roof pulpit
 ↳ # 56061
 Interior Lighting: # 56135



53174 Luggage Van Pw4i-32 DRG II
 ↳ # 56061; Interior Lighting: # 56135





Special cars of the Roos-t642 design had been purchased by the DB AG among other things for the transport of heavy trunk wood.
> see page 325

Freight cars of varied types make it possible to create authentic trains

- > Elaborate paint scheme
- > Realistic and precise lettering
- > Highly detailed and true to scale



Cars with a hinged roof are particularly suitable for the transport bulk cargo that is sensitive to moisture, and are often used in block trains .

> see page 307



The pressurized gas tank cars 120 m³ serve for the transport of liquefied gases. In Europe, these cars are labelled with an about 30 cm wide, orange longitudinal stripe, which encircles the tanks at half height.

> see page 304



CLASSIC

ARTICULATED WELL CAR

NEW MOLD
2016



Picture: Kombiverkehr

54770 Articulated Well Car T3000e "Kombiverkehr" VI,
with two trailers



All Cars: 1 # 56061

The prototype:

The first special freight cars that were named as "Articulated Well Car" had been purchased by the Deutsche Bundesbahn already in 1972. Designed as modern freight cars with bogies for high speeds, they belong to the group of the flat cars and serve especially for the transport of road semitrailers. Thus always used in the combined transport road-railroad-road, they have the UIC classification Sdgs, which indicates that they are also suited for the transport of containers with a length of up to 60 feet in fast-moving car units with up to 100 km/h, in order to avoid empty running. The storage spaces, which are located between the outer solebars of the cars, and which reach far downwards, absorb the semitrailers of modern large trucks.

Their position relatively close above the top of rails creates a pocket-like construction, which guarantees, besides the safety-relevant low center of gravity also the required lateral boundary by the lateral solebars. The Articulated Well Car T 3000 Sdggmrss738 was created as further development of the T 2000 and can transport ultramodern mega trailers with an inner height of 3 meters.

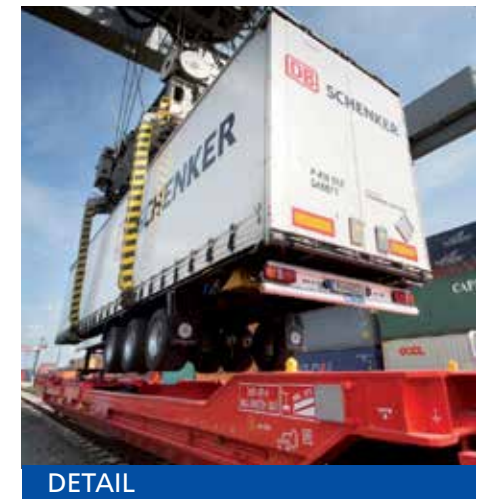
ARTICULATED WELL CAR

PIKO



Picture: DB Schenker

**54771 Articulated Well Car T3000e DB Schenker VI,
with two trailers**



The model:

As a PIKO Classic product, the Articulated Well Car T 3000 Sdggmrss738 has all characteristics of a high-precision H0 model. In order to ensure a high stability and excellent running characteristics for the use in fast freight trains also as a miniature of the big original, a metal frame has been chosen, whereas all transition sheets and lines are made of fine etched parts. The car is delivered with two faithful road semitrailers. In order that the model railroader can use also the PIKO model prototypical for the occasional transport of containers, there are pins on the lateral solebar for den container support, which are prototypically shiftable.

CHEMICAL TANK CAR



The PIKO model # 59971 / # 59871 Electric Loco Vectron BR 193 MRCE VI (see page 99) is a compatible train locomotive for the chemical tank cars.

The prototype:

The chemical tank car, which is equipped for the transport of chemicals of all kinds with a tank made of chromium-nickel steel (V4A) is an indispensable and modern means of transport for many plants of the chemical industry. These cars have insulation and a heating and thus are capable to transport a variety of substances.

At a volume of 72 cubic metres and an empty weight of 24.5 t, up to 65.5 t can be loaded up. Thanks to an inclination of 1.5% of the tank, a good residue emptying is ensured. The cars are equipped with a composite brake pad, which is noise-reducing and thus environmentally-friendly.

The model:

For the first time, PIKO has implemented this important type of car in the scale 1:87. The detailed new construction scores with the realistic reproduction of the high-gloss tank surface in a perfect finish, as well as with the many detached tank and brake lines. A flawless and prototypical print design is as self-evident as excellent running characteristics.

In freight trains of the era VI, this attractive vehicle should not be missing. Thanks to the presence of the cars in many domestic and foreign hire companies and chemical plants, the model represents an enrichment of the fleet of cars of all friends of the modern railway.

CHEMICAL TANK CAR

PIKO

All Cars:  # 56061

 358  189



54760 Chemical Tank Car "VTG" VI



 54762 Chemical Tank Car "BASF" NS VI



DETAIL

**NEW
2016**



 54766 Chemical Tank Car "MITRAG" SBB VI

Picture shows actual
size of the model

All Cars: 🚂 # 56061

All Cars: 🚂 358 189



🚂 54763 Chemical Tank Car "GATX" VI



🚂 54765 Chemical Tank Car "Wascosa" SBB VI
- w mountaineer motive -

NEW
2016



🚂 54767 Chemical Tank Car "GATX" NS VI

Picture shows actual
size of the model

4-BAY SIDE HOPPER Falns

The prototype:

The hopper cars of type Falns that are delivered by the company Transwagon Bulgaria and are used by different EVUs, belong to the most modern open cars in special construction. As sturdy all-steel cars, they serve for transporting large quantities of various bulk cargos, such as coal, coke, ore and gravel.

The model:

The Falns of PIKO is the first large series model of this large-space self-discharging car type in the H0-Scale. In addition to a prototypical and detailed outer shape, color and print, the models have got close coupler kinematics, feature in the inside saddle-shaped floors and have unloading hatches that can be opened. The unloading hatches can be actuated by means of the unloading bridge # 61122.

All Cars: 🚂 # 56061



54674 4-Bay Side Hopper Falls ČD Cargo VI



Picture shows actual
size of the model

4-BAY SIDE HOPPER Falns

All Cars:  

54670 4-Bay Side Hopper Falns "VTG" VI



54671 4-Bay Side Hopper Falns "OnRail" VI

 58345 4-Bay Side Hopper Set Falns "OnRail / VTG" VI

4-BAY SIDE HOPPER Falns

PIKO

All Cars:  # 56061



54672 4-Bay Side Hopper Falns "WLE" VI



54673 4-Bay Side Hopper Falns "GATX" VI



Lim

4-BAY SIDE HOPPER Falns



61122 Unloading Bridge for Hopper Cars

Operational model of an unloading gantry in weathered colours with concrete look. When they travel over the gantry the PIKO self-discharging cars are unloaded automatically. Rail or road vehicles placed under the platform can be loaded automatically this way.



21 x 2,8 x 3,9 "

All Cars: 🔄 # 56061



🟡 54675 4-Bay Side Hopper Falns "VTG" NS VI



Picture shows actual size of the model

The prototype:

This polyvalent (i.e. utilizable and applicable in many different, functionally adapted variants) freight car base type is based on the Flex Freight System by WASCOSA, one of the most modern freight car concepts worldwide. The basic element is a fully-fledged 60' container car that can be applied at any time without limits for the transport of different containers of combined transport, but – in slightly modified, properly adapted form – also as wood transport car.

Each car is equipped with numerous attaching possibilities for many different swap bodies. Thanks to its own weight of more than 17 t, it allows the highest payload of its class in Europe. The modular system of the swap bodies can be adapted ideally to both the particular purpose of use and to seasonal variations of the cargo. The envisaged platforms range from open and covered containers to flat car and automobile transport attachments. They can be extended at any time for additional standard and special freight.

The model:

As PIKO Classic models, the WASCOSA flatcars represent in both variants, as container car and also as wood transport car, the classic PIKO quality in every detail. The constructive perfection of the basic model as well as its design and coloration, reflect prototypically the state-of-the-art appearance of the WASCOSA concept. The transport car can be upgraded with different attachments instead of containers. With this car, PIKO proves its direct connection with the most modern, most creative developments of the big railway.

All Cars:  # 56061



NEW
2016



54685 Flat Car Sgnss SBB VI, with 3x20' containers

FLAT CAR Sgnss

All Cars: 🔄 # 56061



54682 Flat Car Sgnss "Hupac" VI, w 3x20' containers "PFISTER"



54681 Flat Car Sgnss "Wascosa" VI, w Real timber load



54683 Flat Car Sgnss869 NS VI, with 3x20' containers



54680 Flat Car Sgnss "Wascosa" VI, w 3x20' containers "BERTSCHI"



FLAT CAR Sgnss

PIKO

All Cars:  

NEW
2016

Exclusive model -
only available in Switzerland



95330 Flat Car Sgnss "Wascosa" VI, w 3x20' containers "Cargo Domino"



NEW
2016

Exclusive model -
only available in Switzerland



95990 Flat Car Sgnss SBB VI, w 3x20' containers "HANGARTNER"



54684 Flat Car Sgjs142.3 ČD Cargo VI, with real timber load



HIGH PRESSURE TANK CARS 120 m³

Currently, the largest pressurized gas tank cars in Europe are these recent tank cars for the transport of liquified gases, with a capacity of 120 cubic meters. Their design and construction corresponds to international railway administration regulations for safety and operating clearances. The cars are marked with horizontal orange stripes running around the middle of the tanks. They have a net weight of 35.2 metric tons and a gross weight of 90 metric tons.

The cars are of welded construction throughout, with internal reinforcing rings for additional strength. The tank body functions as the structural frame of the car. The upper parts of the tank are insulated to minimize solar heat gain. Both sides of the car have complete sets of valves and fittings to allow loading and unloading from either side. Because of their unique usage and construction, these cars are owned.



54655 High Pressure Tank Car "DRACHEN GAS" VI



54662 High Pressure Tank Car "Westfalengas" Wascosa VI



54659 High Pressure Tank Car "SOGETANK" DB AG VI

**NEW
2016**

54664 High Pressure Tank Car "Riessner Gas" VI

Picture shows actual
size of the model

HIGH PRESSURE TANK CARS 120 m³

PIKO

All Cars: # 56061

358 223



54650 High Pressure Tank Car "ermewa" DB AG V



54658 High Pressure Tank Car "NACCO" DB AG VI



54663 High Pressure Tank Car „Tyczka Gas“ VI



NEW
2016



54665 High Pressure Tank Car "aretz" VI

Picture shows actual
size of the model

HIGH PRESSURE TANK CARS 62 m³

These cars are designed to carry highly compressed or cryogenic liquid gases. Whether it is liquefied hydrocarbons or ethylene oxide almost any pressurized gas can be carried in this car. With different design specifications and specific equipment these cars are tailored to fit the particular transportation scenario. In order to avoid radiant heating through the sun many of the cars received the characteristic protective roof.

All Cars:  # 56060



 54533 High Pressure Tank Car Zagk Gaspol PKP V



54532 High Pressure Tank Car ZZd54-17-51 DR III



54535 High Pressure Tank Car Zagkks DB V

NEW
2016



54536 High Pressure Tank "BP" DB III

Picture shows actual
size of the model

SWING ROOF HOPPERS

PIKO

Faced with an increasing need of cars for transporting bulk good like potash, DB-Cargo started procuring about 3,000 new four-axle "swing-roof" covered hopper cars from the Niesky Wagon Construction Company in 1998, with the last due to be delivered in 2012. These cars are ideal for transporting bulk materials that must be kept dry, in particular corrosive granular salts. To protect the cars, the components that are most susceptible to corrosion damage are constructed from a special corrosion-resistant steel alloy. The four central unloading hatches are operated in pairs by large hand wheels and the swing-roof opens wide for rapid loading. The car's body has a smooth surface in order to facilitate cleaning of the exterior. All these wagons are used by DB-Cargo for transporting potash, in some cases to Belgium and Holland.

All Cars: 🚂 # 56061



54630 Swing-Roof Hopper Tanoos896 DB AG V



54631 Swing-Roof Hopper Tanoos "Nacco" DB AG V



☒ 54636 Swing Roof Hopper Tanoos896 DB Schenker VI

Picture shows actual
size of the model

2-BAY SIDE HOPPERS

In the Bundesbahn repair yard in Kaiserslautern work was started in 1959 on the construction of 3551 self-discharging cars with a 2-axle chassis. These cars which had funnel-shaped hoppers and unloading slides in the middle were intended for use to transport bulk goods not affected by moisture such as coal or gravel. When it became apparent that the number of cars built would not be sufficient the Bundesbahn ordered another 2950 cars from various manufacturers. These were designated Otmm64 but did not differ significantly in their construction from the Otmm61.

All Cars: 1:1 # 56060



54576 2-Axle Hopper Tdgs4211 ČD V



54571 2-Axle Hopper Tdg-y5640 DR IV



54640 2-Axle Hopper Tds926 "SKW PISTERITZ" V

NEW
2016



54641 2-Axle Hopper Fc087 DB IV

2-BAY SIDE HOPPERS

At the same time as the Otmm61/64 a total of 1882 cars of type Ktmm65 were built to the same design but with protective covers. These were intended for use to transport moisture-sensitive goods such as corn. The open cars were re-numbered Ed087/089 in 1968 and Fc087/089 in 1980. Between 1983 and 1986 the DR purchased 1850 cars from the DB and classified them as Fc(6342). In 1994 these trucks returned to the DB AG.



54573 2-Axle Hopper "GZM" SBB VI



54574 2-Axle Hopper "AGRO-LINE" SBB V



54567 2-Axle Hopper Fc "HVLE" V



54577 2-Axle Hopper Fcs "ITL" VI

SIDE DUMP GONDOLA

In 1982 the DR procured a total of 200 two-sided tippers for transporting demolition material as well as gravel and designated these Fakks6781. The carbody can be tipped 45° to both sides and the movable sidewalls form extended chutes. That way the cars can unload towards the adjacent track. In 1993 the cars were leased to the construction company Wiebe and some of them were painted yellow. After the lease expired the cars returned to the DB AG where a few were painted in the new transport-red color. Today the cars are named Fakks127. To this day all cars are in use, some of them still in the original brown color.

All Cars:  # 56061



54601 Side-Dump Gondola Fakks127 DR IV



DETAIL



 58344 Set Side-Dump Gondolas Fakks127 DB AG V, weathered

Lim

SELF-UNLOADING COAL CARS

Between 1896 and 1908 the Prussian State Railway procured a total of 145 side-dump cars based on drawing Ce 91. The frame's design necessitated an unusual design of the axle mountings, which had to be integrated with the side frame. The leaf springs weren't located above the axle box as it was customary but underneath it. The unloading hatches could be operated through a system of rods. Chutes enabled gravity assisted unloading. The DRG classified these cars as Otm Mainz, the DB as Ot 03. The latter operated the cars until 1964. Many cars remained with the DR, which designated them Ot 45. The last DR car was retired in 1966.

All Cars: 🚂 # 56061



54620 Self-Unloading Coal Car Ot03 DB III

NEW
2016



54625 Side Dump Car Ot03 DB III, w Brake Cab

Picture shows actual
size of the model

COVERED GONDOLAS

The tremendous increase in demand for freight cars to transport moisture-sensitive bulk goods induced the DR to purchase more than 900 covered gondolas in 1958. They were loaded from the top through 12 openings which could be closed with lids and unloaded through swing doors on the long sides of the car and hinged end walls. The cars met the newest UIC requirements of the time and were used mainly for exporting goods to other western countries.



54440 Gondola F6010 DR IV



54439 Gondola Ommu39 DR III



NEW
2016



58351 Set 3x Covered Gondola Tm5605 DR IV, weathered

COVERED GONDOLAS

PIKO

All Cars: 🚂 # 56060

**NEW
2016**



54441 Covered Gondola Tm5605 DR IV

358 103

- separately attached holders for end of train signals
- separately attached grab irons and steps
- opening hatches
- finely detailed loading doors
- finely reproduce axle mounts
- finely reproduced brake system
- authentic painting and lettering

INFO



Lim 358 103

4-AXLE COVERED HOPPERS

As from 1953 on, the DR (Deutsche Reichsbahn) purchased so-called saddle floor self-unloading cars of the type KKt22 from the manufacturer VEB Waggonbau Niesky. The loading of these cars was done via four flaps at the roof ridge that could be opened manually. These cars were unloaded from the brakeman's platform via a large hand wheel, which opened two sliders in the lower part of the funnel-shaped container base. These cars were employed mainly in train sets, at which the vehicles were often rather white than brown, due to the transported materials. By 1994, all cars had been withdrawn from service.

All Cars: 🚂 # 56060

358 136



54320 4-Axle Covered Hopper KKt22 DR III



54322 4-Axle Covered Hopper Tad5830 DR IV



54324 4-Axle Covered Hopper KKt22 DR III, w Brakeman's Cap

NEW
2016



58352 Set 3x 4-Axle Covered Hopper Tad5830 DR IV, weathered

Lim 358 136

3-BAY HOPPER CARS

PIKO

In 1994 the DB AG started to purchase 1000 new Facns133 hoppers to transport bulk goods that must be protected from moisture. The goal was to modernise the DB AG's entire rolling stock. The length over buffers is 16000 mm while the hoppers themselves weight 22t. The superstructure is completely made of stainless steel to prevent rust loading capacity 55 cu.m. The load can be discharged at a regulated rate on both sides through unloading funnels.

All Cars: 🚂 # 56061



54341 3-Bay Hopper Facns133 DB AG V



🟡 54342 3-Bay Hopper Facns DB AG VI



54344 3-Bay Hopper Facn "ELBE KIES" DB Cargo V

Picture shows actual
size of the model

COVERED CENTRE HOPPERS FOR THE BUILDING INDUSTRY

These vehicles were used especially for the transport of bulk goods such as coke, lime, and carbide. The DR used these cars in the chemical industry centres of East Germany. They are now in service with the DB AG in the Harz area as well as around Frankfurt/Main and Ludwigshafen. The three containers for the load can be removed from the chassis.



54451 3-Bay Covered Centre Hopper OOk DR III



54452 3-Bay Covered Centre Hopper Slmmp DR IV



58130 Set Diesel Locomotive BR 131 and three 3-Bay Covered Center Hopper Slmmp DR IV

COVERED CENTRE HOPPERS FOR THE BUILDING INDUSTRY

PIKO

All Cars: # 56061



54450 3-Bay Covered Centre Hopper Slmmp DR IV



54455 3-Bay Covered Centre Hopper Slmmp DB AG V



54456 3-Bay Covered Centre Hopper Slmmp DR IV,
with round containers



More models by the diesel locomotive series BR 130 / 231 see page 137

Lim

CEMENT SILO CARS

The prototype:

The development of powder tank cars goes back to the 1930s, when it came to purchase special cars for the safe and, above all, moisture-protected transport of finest grained and powdered bulk cargo. Nearly in parallel with the Ucs 908 and 909 of the Deutsche Bundesbahn, also the Deutsche Reichsbahn in the GDR at the end of the 1950s ordered again two-axle cement silo cars, which were constructed for a pressure discharge by pipelines. The two silo containers had a capacity of 12.5 m³ each. They are filled by means of openings at the highest point of the silos. The safe closing after the filling is ensured by flaps with toggle closures. Since they have proven their value as long-term usable special car designs, they are still used today by private wagon owners such as KVG and VTG, and mostly block trains.

- filigree ascension ladders
- individually applied handrails and lines
- authentic print design

INFO

All Cars: 106 # 56060



NEW MOLD
2016



54690 Cement Silo Car DR IV

Picture shows actual
size of the model

CEMENT SILO CARS

The model:

The PIKO H0 model of the DR cement silo car Uce is a complete new development, which differs constructively from the silo car Zkz54 from the PIKO assortment and which thus represents a prototypical reproduction of the formerly massively produced Uce car. The short length over buffers accommodates with the prototypical use of this car in block trains, however it does not exclude a stand-alone use. The PIKO model has all equipment and fittings, which serve for filling or discharging of the original silo cars per compressed air. Also the toggle closures of the container flaps that are indispensable for the safe and, in particular, moisture-protected transport are exactly reproduced. The two platforms at the ends of the cars and the delicately designed ascents have got prototypical safety handrails with a faithful, only one-sided replica of the braking device.



NEW MOLD
2016



54691 Cement Silo Car "GATX" VI

Picture shows actual
size of the model

All Cars: 🔄 # 56060



54230 Cement Silo Uce9020 DR IV



54732 Cement Silo Zkz54 DR III



54734 Cement Silo Ucs "VTG" VI

Picture shows actual
size of the model

SILO CARS

PIKO

Between 1961 and 1965 the DB procured a total of 56 cars designated Kds67. They had three tanks with a total volume of 51 m³ (13473 gal). The net weight of the car was 15 metric tons. The cars carried pellets and powdered goods.

All Cars: 🚂 # 56060



54510 Silo Car Kds67 DB III



54516 Silo Car Kds67 "BASF" DB III

NEW
2016



54517 Silo Car "VTG" DB IV

Picture shows actual
size of the model

To simplify loading the DB AG fitted a total of 331 potash wagons of the DR type Uaoos with swing roofs instead of the four loading domes. The DB AG then classified them as Taoos894.

All Cars: 🚂 # 56061

358 184



54300 4-Axle Covered Hopper Taoos894 DB AG V



54301 4-Axle Covered Hopper Taoos894 DB AG V



DETAIL



54310 4-Axle Covered Hopper Uaoos9331 DR IV

Picture shows actual size of the model

FLAT CAR W CONTAINER



At the beginning of the sixties the increasing demand for freight transport caused the DR to begin development and purchase of flatcars to transport individual containers. There was an increasing demand for the transport of fragile or easily broken items such as pottery or toys. The containers, which can also be removed individually from the model, were intended to go back and forth according to the motto of the pa-containers developed in West Germany ("from door to door") travelling by lorry between the freight station and the transshipment yards or the final recipients. To cut costs the three-container gondolas were made using chassis from wagons no longer in use.

All Cars: 🚂 # 56060



54428 Flat car w 5 containers Btmm DR IV



54422 Flat Car w 3 containers BT91 DR IV



Picture shows actual size of the model

FLAT CARS

From 1968 onwards the Deutsche Reichsbahn purchased a large number of container flat cars from various manufacturers in several construction lots for international freight traffic. The cars were 20,200 mm long and had a tare weight of 25,700 kg. They were fitted with foldaway container stakes. Each car was provided with a braking platform for manual operation. The DB AG converted these cars to Rs cars. For this purpose the container stakes were welded to the cars. From then on these cars were also used to transport other large goods such as masts, cable drums, and vehicles. Some of these cars are still in use today.

All Cars: 🚂 # 56060



54803 Flat Car Rgs3910 DR IV, loaded w Loco Body



54836 Flat Car Rgs3910 DR IV, loaded w 2 Reefer Containers

Picture shows actual
size of the model

TIMBER TRANSPORT CARS

The DB AG purchased these special-purpose cars with strong, heavy-duty steel stakes sloping slightly inwards specially for the transport of heavy timber as well as for pipes and concrete masts. Solid reinforced end walls were provided to prevent the goods from slipping or even breaking through. The stakes themselves are manufactured by a specialist firm and each vehicle is fitted with 32 pieces. Extra tensioning pulleys ensure that the transported goods are securely fastened down.

All Cars: 🚂 # 56061



- separately applied handrails
- separately inserted stanchions
- replica of the floor with corrugated sheet metal and support sleepers
- replica of the brake system
- fine replica of the tension strip rolls
- replica of the massive front walls
- authentic painting and print design

INFO



54339 Flat Car Roos-t642 DB Cargo V, with real timber load

Picture shows actual size of the model

FLAT CARS W CONTAINER



56220 Container 20' K Line, 3 Pcs

(Doors on containers with flat sidewalls don't open)



56240 Container 40' Senator, 2 Pcs



Container-Sets by PIKO:

56200 Container 20' P&O, 3 Pcs

56202 Container 20' Hapag Lloyd, 3 Pcs



54829 Flat Car w 3 containers "DSR" DR IV
t # 56061



54740 Flat Car Rgs-z 3910 "Deutrans" DR IV, with 1x20' and 2x10' containers
t # 56061



Picture shows actual size of the model

STAKE CARS

From 1939 onwards the DRG purchased more than 10,000 flat cars with metal uprights with the type designation Ulm. All the trucks were supplied with plain bearing wheelsets and weighed approx. 10 tons. The sides could be dropped down while the ends rested on the buffer casings and could be driven over. The vehicles were used to transport goods not affected by damp such as aggregate, sand, vehicles or barrels. Some of the flat cars were used for piggyback traffic.

All Cars:  # 56061

- separately attached brake platform
- stakes can be placed in stake pockets
- finely detailed sidewalls
- authentic steel and timber stakes
- finely reproduced roller or friction bearings
- authentic painting and lettering

INFO



54476 Stake Car Ulm DRG II



Exclusive model -
only available in Switzerland

NEW
2016



 95340 Stake Car SBB III, loaded w Steyr-Puch Haflinger Cars



Picture shows actual
size of the model

STAKE CARS

All Cars: 1:50 # 56061



54128 Stake Car R61 DR III, w Excavator



54974 Stake Car Klm441 DB IV



54475 Stake Car Rmms62 DR III



54460 Stake Car Rmm33 DB III



54833 Stake Car Kkm3230 DR IV



SLIDING TARP CARS

PIKO



for all Cars of this page 329:

All Cars:

56061



54934 Tarpaulin Car "SOGETANK" DB AG VI



☒ 54585 Tarpaulin Car "ERR" V



NEW
2016



54587 Tarpaulin Car DB Schenker VI

Picture shows actual
size of the model

All Cars: 🚂 # 56061

358 139

for all Cars of this pages 330 / 331:



54939 Tarpaulin Car "OnRail" DB AG V



54396 Tarpaulin Car Shimmns "LogServ", open, DB AG V



54393 Tarpaulin Car Shimmns "LogServ" DB AG V

NEW
2016

Exclusive model -
only available in Spain



 95339 Tarpaulin Car "Rail Sider" VI

Exclusive model -
only available in Belgium



 95338 Tarpaulin Car Shimmns723, B V

SLIDING TARP CARS

PIKO

Exclusive model -
only available in Italy

NEW
2016



 95980 Tarpaulin Car "Trenitalia" FS V
- w new number -

Exclusive model -
only available in Italy

NEW
2016



 95981 Tarpaulin Car "Trenitalia" FS V
- w new number -

NEW
2016



 54586 Tarpaulin Car ČD Cargo V

Picture shows actual
size of the model

SLIDING WALL BOXCARS

All Cars: # 56061



54416 Sliding Wall Boxcar Hbis294 DB IV



54493 Luggage Van Post 2ss-t/15 DPB IV

358 183



58331 Set of 3 Sliding Wall Boxcars Hbis295 DB IV, w patches

Lim



54417 2-Unit Sliding Wall Boxcar Hillmrrs MAV V

HIGH-CAPACITY SLIDING WALL BOXCARS

PIKO

In order to satisfy the requirements of cross border traffic the Hbills310 type was built alongside the Hbills311. These cars were built according to the EBO's smaller G1 loading gauge to be more universally deployable. As a result these cars can be regularly seen operating in neighboring countries.

All Cars:



54505 High-Capacity Sliding Wall Boxcar Hbills310 DB AG V
56060



**NEW
2016**



54501 High-Capacity Sliding Wall Boxcar Hbbills311 DB AG V
56060



ACID TANK CARS

For the transport of corrosive liquids private companies put acid tank cars into service. The cars carried 12 earthenware containers, which could be sealed with screw tops. The high wooden end walls were intended to protect shunters from escaping liquids. On the long sides the corner- and sidewalls had additional diagonal reinforcements.

- separately attached acid tanks
- separately attached brakeman's hut
- separately attached plaques
- separately attached ladders
- separately attached tank holders
- authentic painting and lettering

INFO

All Cars: 🔄 # 56060



54257 Acid Tank Car DB III

NEW
2016



54926 Acid Tank Car Uhk6716 DR IV



Picture shows actual
size of the model

HOPPER CARS



61122 Unloading Bridge for Hopper Cars

Operational model of an unloading gantry in weathered colours with concrete look. When they travel over the gantry the PIKO self-discharging cars are unloaded automatically. Rail or road vehicles placed under the platform can be loaded automatically this way.



21 x 2,8 x 3,9 "

All Cars: 🔄 # 56060



54246 4-Bay Side Hopper OOt47 DR III



54249 4-Bay Side Hopper Fad6770 DR IV

Picture shows actual
size of the model



 54009 Reefer "Wiel's" B III
 # 56062



 54703 Boxcar "SPA" B III
 # 56062



NEW
2016



58353 Set 3x Reefer "Franconia Breweries" DB III
 # 56060

Lim





54702 Boxcar G02 Brit-US-Zone DR III
56060



54727 Reefer "Fohrenburger Bier" ÖBB III
56062



NEW
2016



54007 Boxcar G02 DR III
56062



NEW
2016



54006 Boxcar G02 ČSD III
56060





  54726 Reefer "Villacher Bier"
ÖBB III; # 56062

358 105



 58346 Reefer Set "Breweries from Upper Franconia" DB III
56060

Lim



  54728 Reefer "Linzer Bier" ÖBB III
56062

358 109



 58339 Boxcar Set "SPA MONOPOLE" B III
56062

Lim

BOXCARS

PIKO

Exclusive model -
only available in Belgium

NEW
2016



54704 Boxcar G02 DB III
56060



95341 Boxcar "RODENBACH" SNCB III
56062



Exclusive model -
only available in Belgium

NEW
2016



95342 Boxcar Set "Brasserie Piedboeuf" SNCB III
56062



TRACK CLEANING CARS



The cleaning pad for Track Cleaning Car # 56115 see page 367.



54998 Track Cleaning Car Gbs1543 DR IV
56061



54999 Track Cleaning Car Gbs254 DB AG V
56061



NEW
2016

Exclusive model -
only available in France



95343 Track Cleaning Car Gbs76 6 SNCF V
56061



Picture shows actual
size of the model

BOXCARS

PIKO

All Cars:  # 56061



54069 Boxcar Gbs258 DB AG V



54965 Boxcar Gbs 1500 DR IV



54968 Boxcar Gbgs / Zts ČSD IV



Picture shows actual
size of the model

NEW
2016



 54963 Boxcar Gbgs ČSD V

358 160



54997 Boxcar "MWB" V
56061

358 160



54884 Boxcar Post aa DR IV

358 160



 54966 Boxcar CESKA POSTA ČD V

358 160

NEW
2016



 58724 Boxcar Gbkks-tx PKP V

358 160

Picture shows actual
size of the model

BOXCARS

PIKO

All Cars:

← # 56060



54035 Boxcar Gr20 DB III, w Brake Cab



54033 Cattle Car V23 DR III



 54983 Boxcar Gs40 SNCF IV



NEW
2016



54869 Stock Car V23 DB III, w Brake Cab



Picture shows actual
size of the model



54705 Boxcar G02 FS III

↔ # 56061



54706 Boxcar G20 DB IV

↔ # 56060



54008 Boxcar Tnh17 DR III

↔ # 56060



 54720 Boxcar F FS III

↔ # 56060



NEW
2016

Exclusive model -
only available in Italy



95976 Boxcar Vs FS IV

- w new number -; ↔ # 56060



Picture shows actual
size of the model

BOXCARS

PIKO

The DR purchased these covered 4-axle freight cars as from 1954 in large quantities. As from 1980, the cars got the designation Ggms-v. The cars have welded undercarriages with Niesky bogies. The body frame made of sheet columns and struts is planked with wooden boards. The sliding doors mounted on roller bearings and made of pressing plate have got unloading sliders in the lower part. The tin roof as three loading hatches that can be accessed via a gangway and a ladder.

All Cars: 🚂 # 56060



**54751 High-Capacity Boxcar Grhts15 DR III,
with bulkhead doors**

358 180



54752 High Capacity Boxcar Ggms-v1971 DR IV

358 180

Picture shows actual
size of the model

All Cars:
56060



 54143 Gondola Elo FS III

358 105



54708 Gondola Omu04 DB III

358 115



54866 Gondola EI5296 DR IV

358 105



54861 Gondola Omm39 DB III

358 115

NEW
2016

Exclusive model -
only available in Italy



 95344 Gondola L 4 433 914 FS III
- w new number -

358 115

NEW
2016

Exclusive model -
only available in Italy



 95975 Gondola Vud FS IV
- w new number -

358 115

GONDOLAS

PIKO

All Cars:

← # 56060



54864 Gondola Ommu44 DR III



54147 Gondola Ludwigshafen DRG II



54843 Gondola Ommr33 DB III



**NEW
2016**



54867 Gondola E028 DB IV



Picture shows actual
size of the model

REFRIGERATOR CARS

In 1922 the Deutsche Reichsbahn ordered 300 refrigerated cars. The wheelbase of these new cars was to be 5.7 m and the tare weight approx. 16,000 kg. To fill the order, cars with and without a brakeman's platform were supplied. After the initial delivery a further 200 cars were ordered, however this time with a container for iced water at each end. The diagonal frame reinforcements crossing two outside panels are a characteristic feature of these cars. These reefers were used to transport saltwater fish, milk and citrus fruits and later also for beer barrels. Some of the cars were even occasionally in use up into period IV until they were finally completely superseded by more modern types of cars.

All Cars:
t # 56060



54082 Refrigerator Car Ibbhss8366 Inter Frigo DR IV
t # 56061

358 160



54559 Refrigerator Car Thf17 DR III

358 134

KÜHLWAGEN

PIKO



54546 Refrigerator Car "Kronenbourg" SNCF III



54541 Refrigerator Car Gkn Berlin (Tko02) DRG II



54545 Refrigerator Car "Kühl-Transit" DB III



54558 Refrigerator Car Gk Berlin (Tkroh19) DRG II



54557 Refrigerator Car Tkoh02 "Seefische" DB III



54610 Refrigerator Car Tko02
"Flachkonservierung Frankfurt" DRG II



BEER REEFERS

Beer reefers have a long history with German railroads. In Saxony for instance the first beer reefers can be traced back to the year 1875. The company Saxonia built the first cars of this type. The cars were made completely from wood. Even the frame was made from wood. Slowly production was moved to more modern designs that used steel as well. In 1914 the first 99 cars of modern design started to operate in Saxony. The car builders Saxonia, Waggonbau Görlitz and Rathgeber in Munich built them.

All Cars: 🚂 # 56062



🟡 54957 Reefer "Harzer Grubenlicht" DRG II



🟡 54716 Reefer "Radeberger" DRG II



54718 Reefer "Scherdel" DRG II



54958 Reefer "Holsten" DRG II

NEW
2016



54746 Reefer "Herforder" DRG II

NEW
2016



54719 Reefer DRG II

BEER REEFERS



✚ 54941 Reefer "Mutzig" SNCF III



54717 Reefer "Mönchshof" DRG II



54712 Reefer "Wolters" DRG II



54745 Reefer "Kapuziner" DRG II

- separately attached end of train signal holders
- separately attached grab irons
- ice hatches on the roof
- separately attached brakeman's hut with window insert
- finely reproduced axle mounts
- finely reproduced sidewall boards
- finely reproduced buffers

INFO

NEW
2016

Picture shows actual size of the model

MODERN TANK CARS

At the beginning of the nineties, the first tank cars had been built equipped with a so-called "Knickkessel" (buckled tank) on behalf of the wagon hire company KVG. The engineering design of the tanks was done in a way that the two halves of the tank incline by 3° respectively. Therefore, the tank content – primarily petroleum products – flows off almost completely without further auxiliary tools.

Since the vehicles, which are built in lightweight steel construction, are suitable for higher speeds, they soon have been purchased from other companies throughout Europe. These cars can be found as P.O. (privately owned) cars in the fleet of all European railway companies.

NEW
2016

54798 Modern Tank Car "GATX" VI

NEW
2016

54755 Modern Tank Car "OnRail" DB V

MODERN TANK CARS

PIKO

All Cars: 🚂 # 56061

All Cars:

358 190

Exclusive model -
only available in Belgium



 58343 Set Modern Tank Car "ESSO / Millet" B V

 54797 Modern Tank Car "JET" DB AG V



Special Price

NEW
2016



54795 Modern Tank Car Zans "Wascosa" ÖBB VI



NEW
2016



54799 Modern Tank Car "ChemOil / Millet" SNCF VI



All Cars: 🚂 # 56061



54919 Modern Tank Car "siess" DB AG V

All Cars

358 190



54909 Modern Tank Car "GATX" DB AG V
(w new number)



54785 Modern Tank Car "Marcel Millet" SNCF VI



54196 Modern Tank Car "Wascosa" DB AG V



54912 Modern Tank Car "Wascosa OMV" DB AG V



54796 Modern Tank Car "GATX / ChemOil" ÖBB VI



MODERN TANK CARS

PIKO



54191 Modern Tank Car "ESSO" DB AG V



54189 Modern Tank Car "Aral" DB AG V



54297 Modern Tank Car "BP" DB AG V



 54793 Modern Tank Car "Millet / ChemOil" VI



 54783 Modern Tank Car ČD Cargo VI



54194 Modern Tank Car "KVG" DB AG V

All Cars:

🚂 # 56061



54369 Tank Car Zas Oak-Capital VI

TANK CARS

All Cars:

358 142



54927 Tank Car "ESSO" DB IV



☒ 58325 Set of 3 Tank Cars DB III



☒ 54360 Tank Car "ARAL BV" DB IV



54362 Tank Car ZZh "VEB Kombinat Buna" DR IV



54361 Tank Car "MINOL" DR IV

TANK CARS

PIKO



54353 Tank Car "Mobiloil" DB III



  54928 Tank Car "METRIMPEX" V



54347 Tank Car "OLEX BP" DB III



54359 Tank Car Zh Minol DR III



 54929 Tank Car Zakk BC MAV V

PROTOTYPICAL TRAIN COMPOSITION

Modern short-distance traffic on branch lines - VI



Regional Express - VI



Express Freight train to Emden - DB - III



Regional traffic Kempten - DB Regio - VI



Bi-Level-Train - DB AG - V



Modern Train - DB AG - V



From Munich to Grosskorbetha - V



PROTOTYPICAL TRAIN COMPOSITION

Short-distance traffic in the Netherlands - III



Heavy switching service - DR - IV



Fast train in the seventies - DB - IV



Lime transport - DR - IV



Local freight train in the Ruhr district - VI



Fast train to Erfurt - DR - IV



On the Elbtalbahn Děčín - Dresden





PIKO-DIGITAL INFO

For **further questions** please contact us.

E-Mail: hotline@piko.de

PIKO-Hotline (Thursdays 4 to 8 p.m.;

May till September: 4 to 7 p.m.):

+49 3675 – 89 72 42

Or contact Uhlenbrock directly.

Uhlenbrock-Hotline

(Mo., Tu., Th., Fr., 2 to 4 p. m.

and We. 4 to 6 p. m.): +49 2045 – 85 83 27

We would be glad to help you!



55030 PIKO Switch Decoder

Switch decoder to switch magnetic components via two independent addresses e. g. switches, signals, etc.



55031 PIKO Relay Decoder

Switch decoder for electric units via two independent addresses such as lamps, motors etc.



55006 Desk Top Transformer, 2 A

Can be used to supply power to PIKO Digi 1 and PIKO Digi 2

Input: 230 V

Output: 18 V / 2 A / 36 W



55275

Track Power Clip Digital

Power clip without EMV-suppressor, essential for digital layouts, fits G231



55021 Power Cable for PIKO Digi 1&2

Note: Only the connection of a net part with is allowed max. 18 V AC/DC, 45 VA.

The PIKO locomotive decoders allow converting locomotives with direct current motors, which have got a NEM interface, quickly and easily to digital mode. All types are load-controlled and suitable for the DCC and Motorola data format, as well as for conventional direct current and alternating current layouts. The respective operating mode will be automatically detected. All decoders support 14, 27, 28 and 128 regulating steps as well as all address ranges (0-127 & 128 - 9.999). The decoders generally have got two function outputs which depend on the direction of travel (digitally switchable, e.g. for the lighting) as well as – also depending on type – up to seven further outputs that are individually switchable for the operation of lighting, sound or similar accessories. Since all decoders are equipped with a plug according to NEM standard, they merely have to be plugged into the locomotive interface instead of the bridging plug. Opening the vehicle for programming purposes is not necessary.



56121 Loco Decoder for Classic Locos



56122 Loco Decoder for Hobby Locos

Technical Data # 56121:

Max. motor current: 1,4 A (running) / 2 A (starting)
Function exits: 4 x 1,0 A (2 x direction of travel)
Total load: max. 1,4 A
Size: 22 x 12,5 x 5,5 mm (0.86x0.49x0.21 in.)
Interface: NEM652 8pole

Technical Data # 56122:

Max. motor current: 0,65 A (running) / 1 A (starting)
Function exits: 2 (direction of travel)
Total load: max. 1,0 A
Size: 19,5 x 15,4 x 5 mm (0.76x0.60x0.19 in.)
Interface: NEM652 8pole

Description:

These locomotive decoders can be used in in DCC and Motorola systems. They likewise work in analog mode with direct voltage or alternating voltage. At the same time they recognize the change of the direction of travel of the surge impulse (Märklin system). By actuating the motors with a frequency of 18.75 kHz, they are also suited for coreless motors and ensure a smooth running.

Common properties:

- Load regulation for balanced running characteristics
- smooth running motor by activation with 18.75 kHz
- 14, 27, 28 and 128 regulating steps, depending on the data format
- short and long addresses can be set (0 – 9.999)
- minimal, maximal and medium speed adjustable
- main track programming (DCC / „POM“)
- shunting mode (half speed) switchable
- start-up / braking deceleration switchable
- lighting depending on the direction of travel, switchable via F0
- recognition of DCC braking signal and DC braking tracks
- All outputs protected against short circuits
- automatic recognition of the operating mode (analog / digital; DCC / Motorola)
- CV programming with all DCC-systems
- CV programming per register, page or CV directly

additional functions of the decoder # 56121:

- two further function outputs, can be controlled digitally
- SUSI sound interface for the connection of a sound module (for example PIKO #56190)
- creates the address identification for activation of the Lissy mini transmission module # 68400 by Uhlenbrock
- Protected against overheating
- Function Mapping



46121 Digitaldecoder PluX16



56123 Digitaldecoder PluX22

**NEW
2016**

Technical Data # 46121:

Max. motor current: 1,2 A (running) / 1,4 A (starting)
Function exits: 4 x 0,25 A (2 x direction of travel)
Total load: max. 1,2 A
Size: 20 x 11 x 3,8 mm (0.78x0.43x0.14 in.)
Interface: NEM658 PluX16

Technical Data # 56123:

Max. motor current: 1,2 A (running) / 1,6 A (starting)
Function exits: 9 x 0,4 A (2 x direction of travel)
Total load: max. 1,4 A
Size: 22 x 15 x 3,8 mm (0.86x0.59x0.14 in.)
Interface: NEM658 PluX22

Description:

These locomotive decoders are very powerful and yet small multiprotocol decoders. They can be used in DCC and Motorola digital systems, as well as at analog direct current or alternating current layouts. Via regulation parameters of the load regulation, the driving characteristics of each locomotive can be adjusted individually. Via the PluX interface, up to 7 additional special functions can be controlled digitally.

Common properties:

- Load regulation for balanced running characteristics
- smooth running motor by activation with 18.75 kHz
- 14, 27, 28 and 128 regulating steps, depending on the data format
- short and long addresses can be set (0 – 9.999)
- minimal, maximal and medium speed adjustable
- shunting mode (half speed) switchable
- start-up / braking deceleration switchable
- lighting depending on the direction of travel, switchable via F0
- recognition of DCC braking signal and DC braking tracks
- All outputs protected against short circuits
- automatic recognition of the operating mode (analog / digital; DCC / Motorola)
- CV programming with all DCC-systems
- CV programming per register, page or CV directly
- SUSI sound interface for the connection of a sound module (for example PIKO #56190) via PluX
- creates the address identification for activation of the Lissy Mini transmitter module #68400 by Uhlenbrock
- NMRA compliant
- can be updated thanks to flash memory

additional functions of the decoder # 56123:

- up to a total of 7 functions can be controlled digitally
- Function Mapping
- Protected against overheating

**Loco Sound Decoder PluX22****Description:**

The LokSound V4.0 M4 Decoder is a versatile digital decoder with integrated 8-channel sound system, light outputs and a 1.1 A motor control. This LokSound electronics is responsible for the configuration and control of all driving, light, sound and special functions of your locomotive.

Besides M4, the LokSound V4.0 M4 masters also DCC with RailComPlus®, Motorola®*** and Selectrix®, and can be used for analogue model railways. It can be programmed with both DCC and Märklin®** central stations. The decoder identifies the mode of operation automatically, it is not necessary for you to adjust anything on your own. LokSound V4.0 M4 Decoders support also Märklin®** and Motorola®*** and can be used on both model railways with direct current and alternating current.

In your locomotive, a coded decoder is applied: the sound data programmed by the factory cannot be changed subsequently.

Properties:

- The operation modes are selected automatically. You do not need to change any settings.
- maximum track voltage: 47 Volt
- operation modes: DCC, MM, Sx, M4, AC, DC
- Motor current continuously: 1.1A
- current functional outputs 0.25A each
- number of functional outputs: 6
- total voltage of functional outputs: 0.5A
- audio amplifier: 2W @ 4Ohms load
- loudspeaker impedance: 4 - 8 Ohms
- storage capacity: 32 MBit
- number of sound channels: 8
- dimensions 30.3 mm x 15.5 mm x 6.0 mm

The decoder offers up to 28 distinct functions. Many locomotive specific sounds like engine noise, horn signals, brake squeal, switching noise and other sounds like station announcements can be triggered individually. The rear light can be controlled independently. Motor sounds are available in analog mode as well.

Selectrix® is a registered trademark of Gebr. Märklin & Cie. GmbH, Göppingen.

RailComPlus® is a registered trademark of Lenz Electronic GmbH.

** Märklin is a registered trademark of Gebr. Märklin & Cie. GmbH, Göppingen.

*** Motorola is a registered trademark of Motorola Inc. Tempe-Phoenix (Arizona/USA).

More information regarding
Loco Sound Decoder is available here:



ART.-NR.	DESCRIPTION
PIKO Loco Sound Decoder PluX22 are available for the following locomotives:	
56340	Diesel Locomotive BR 130
56341	Diesel Locomotive V 200
56342	Diesel Locomotive BR 770 / T 669
56343	Diesel Locomotive BR 245
56344	Electric Locomotive BR 193 (Vectron)
56345	Electric Locomotive BR 187
56346	Electric Locomotive 41
56348	Diesel Locomotive RH 7300 SNCB Exclusive model - only available in Belgium
56349	Electric Locomotive E 50 / BR 150 / E 10 / E 40
56350	Electric Locomotive E 03 / BR 103
56351	Diesel Locomotive V23 / BR 101
56352	Electric Locomotive EU / EP 07 PKP
56353	Diesel Locomotive BR 247 (Vectron)
56354	Diesel Locomotive BR 118 GFK

ART.-NR.	DESCRIPTION
PIKO Loco Sound Decoder PluX22 are available for the following locomotives:	
56355	Diesel Locomotive G 1206
56356	ICE 3 (only DC-version)
56357	Diesel Locomotive BR 118
56358	Electric Locomotive BR 243 / 143 / 112
56359	Diesel Locomotive V 200.1 / 221
56360	Electric Locomotive Rh 120/2800 SNCB NMBS Exclusive model - only available in Belgium
56361	Diesel Locomotive SP / SU 45 PKP
56362	Diesel Locomotive BR 102.1 / 312
56363	Electric Locomotive 1010 / 1110 ÖBB
56364	Diesel Locomotive Vossloh G6
56365	Z2 Rail Car SNCF/CFL Exclusive model - only available in France
56366	Diesel Locomotive DF7C

NEW
2016

Applies to all Loco Sound Decoder
& speakers on this column:

ART.-NR.	DESCRIPTION	
The sound modules can be connected to any decoder with a SUSI interface. They come with a speaker that fits the locomotive. The sound effects are tailored to the specific locomotive.		
56190	Sound module & loudspeaker G7.1	
56191	Sound module & loudspeaker TRAXX	
56192	Sound module & loudspeaker G1700 and G 1206	
56193	Sound module & loudspeaker BR 101, BR 185.2 and BR 186	
56195	Sound module & loudspeaker Talent 2 and BR 440	
56196	Sound module & loudspeaker RH 1216	
56197	Sound module & loudspeaker BR 118 and BR 119	

ART.-NR.		DESCRIPTION
56198	Sound module & loudspeaker DMU GTW Stadler	
56199	Sound module & loudspeaker EMU GTW Stadler	
56320	Sound module & loudspeaker Diesel Locomotive BR 106	
56321	Sound module & loudspeaker DMU BR 612	
56322	Sound module & loudspeaker Diesel Locomotive V 200	



Applies to all sound modules & speakers on this page:

56127	Upgrade kit with function decoder for light change AC-Railjet Controll Car	



56126 Function Decoder



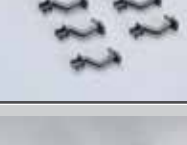
Technical Data
 Address range: 1 – 9999 (long DCC address)
 Max. motor current/total output: 1.2 A
 Function outputs: 1.0 A each
 Size: 22 x 12.5 x 5 mm (0.87" x 0.49" x 0.20")

The decoder is factory configured to address 03, 28 speed-step operation and can be programmed and operated with DCC and Motorola** systems.

Description:
 The function decoder is a small, powerful multi-protocol decoder. It can be used with the DCC and Motorola-II digital systems. The decoder does not support the old Motorola data format for function decoders. The function decoder has four function outputs that supply up to 1 A. In order to drive lower voltage loads the nominal voltage of 20 V can be reduced for pairs of function outputs (A1, A2 and A3, A4). The outputs can be configured individually. Every output can be direction of travel dependent, time limited, or have a timed interval for blink effects. You can configure which outputs are active in analog mode. Direction of travel dependent outputs are switched by polarity during analog operation. In factory default configuration the decoder auto detects the digital systems DCC and Motorola as well as analog operation. The desired mode of operation can be configured manually as well. One possible use for the decoder is to control the directional lighting of a cab car.

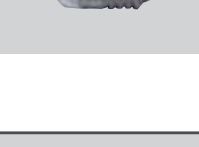
Properties:

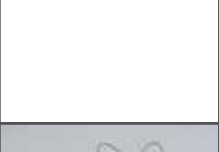
- Multi-protocol decoder for DCC and Motorola-II**
- Suitable for the new DCC function decoder protocol with up to 32000 functions
- 4 function outputs up to 1 A
- All function outputs individually configurable to be:
 - Direction of travel dependent
 - Time limited
 - Blinking
- Outputs are pairwise dimmable
- Programmable via DCC or Motorola digital central station
- Supports register, CV direct and page programming in DCC mode

NR.	DESCRIPTION		NR.	DESCRIPTION		NR.	DESCRIPTION	
56000	Motor with Flywheel for all BR 01.5, 03, 38, 41		56017	Bulb 14 V (5 Pcs.) for all BR 01.5, 03, 38, 41		56028	Traction Tire 12 x 8,4 mm (10 Pcs.) for all Locos BR E11, E42, E63, 77, 82, E93, 95, 109, 142, 163, 180, 182, 185, 189, 193, 211, 230, 242, Taurus	
56001	Motor with Flywheel for all BR 77, 82, 95		56018	Bulb 19 V digital (6 Pcs.) wire termination for # 56102, # 56103, # 56131 till # 56136		56029	Traction Tire 7,9 x 3,8 mm (10 Pcs.) for all Diesel Locos V 200 & Commuter Train GTW Stadler	
56003	Motor with Flywheel for all BR E11, 109, 211, E42, 142, 242, 180, 230		56019	Bulb 20 V digital (6 Pcs.) for all BR 01.5, 03, 38, 41, 77, 82, 95 & # 56100, # 56101		56025	Coupler Springs PIN 62 (10 Pcs.) for all models before 1992 w/o short coupling kinematics	
56004	Motor with Flywheel (BR 89) for all saxon VT & BR 89		56023	KÖ I Traction Tire 8,0 mm (10 Pcs.)		56030	Coupler PIN 72 (2 Pcs.) for all models w Norm-shaft	
56011	Bulb 16 V (5 Pcs.) for all BR 01.5, 03, 38, 41, 77, 82, 95		46020	Traction Tire 8 x 5,6 mm (10 Pcs.) for Regioswinger		56033	Coupler PIN 78/01 (2 Pcs.), short for all models before 1992 w/o short coupling kinematics	
56012	Bulb 16 V (5 Pcs.) for all BR 01.5		56024	Traction Tire 14,2 x 10,5 mm (10 Pcs.) for all BR E04, 104, 204		56034	Coupler PIN 78/02 (2 Pcs.), long for all models before 1992 w/o short coupling kinematics	
56015	Bulb for 1,5 V Interior Lighting (8 Pcs.) for Blue Flash		56026	Traction Tire 10 x 6,4 mm (10 Pcs.) for all BR 01.5, 03, 38, 41, PCE, BR 94, ICE 3, BR 218, Blue Flash		56035	Coupler Hook (5 Pcs.) for all BR 01.5, 03, 38, 41 & KÖ	
56016	Bulb 14 V (5 Pcs.) for # 56100 & # 56101		56027	Traction Tire 7,7 x 4 mm (10 Pcs.) for VT 642 Desiro & BR 442 "Talent 2"		56036	Coupling Adapter (2 Pcs.) Helps prevent lock-up on locos without close coupling mechanisms.	

NR.	DESCRIPTION	
56040	Brake Hoses (2 Pcs.) for all models	
56041	Close Coupler Blue Flash	
56042	Standard Close Coupler (6 Pcs.) for all models w Norm-shaft	
56050	Wheelset (2 Pcs.), 1 x Insul, 11,3 mm	
56051	Wheelset (2 Pcs.), 2 x Insul, 11,3 mm	
56052	Wheelset (2 Pcs.), 1 x Insul, 10,3 mm	
56053	Wheelset (2 Pcs.), 2 x Insul, 10,3 mm	
56054	DC Spoke Wheelset (2 Pcs.), 11,3 mm	

NR.	DESCRIPTION	
56060	AC Wheelset (2 Pcs.), 11,3 mm	
56061	AC Wheelset (2 Pcs.), 10,3 mm	
56062	AC Spoke Wheelset (2 Pcs.), 11,3 mm	
56065	Wheelset (2 Pcs.) for TrixxExpress 1 x Insul, 9 mm	
56066	AC Wheelset (2 Pcs.) 10,3 mm for ICE 3 Coaches	
56080	Crankpins Dark Gray Set of 8+4 to 1999 for all BR 01.5, 03, 38, 41, 77, 82, 95	
56083	Crankpins Silver Set of 8+4 to 1999 for all BR 01.5, 03, 38, 41, 77, 82, 95	
56081	Buffer w Housing (8 Pcs.) for all old state railway cars	

NR.	DESCRIPTION	
56082	Buffer round (8 Pcs.) for all models with round buffer plates	
56090	Bulb (2 Pcs.) 16 V / 30 mA for all Hobby-Locos, apart Hondekop & ICE 3	
56095	Bulb (5 Pcs.) 16 V / 30 mA for # 55750 Wooden mast w/Light & # 55751 Telephone Poles set of 3	
56096	Bulb (5 Pcs.) 19 V / 60 mA for # 55752 Lattice-Mast single arm & # 55753 Lattice- Mast double arm	
56097	Bulb (5 Pcs.) 19 V / 60 mA for # 55754 Street Light single arm & # 55755 Street Light double arm	
56098	Bulb (5 Pcs.) 19 V / 40 mA for # 55756 Old Street lamp	

NR.	DESCRIPTION		NR.	DESCRIPTION		NR.	DESCRIPTION	
56100	Interior Lighting Modern Coach for all Modernisation Coaches		56133	Interior Lighting Railway Mail Van 4-a/15		56141	LED-Interior Lighting Articulated Buffet Car	
56101	Interior Lighting Reko Coaches for all Reko Coaches		56134	Interior Lighting Railway Mail Van 4-p/21		56142	LED-Interior Lighting Articulated Luggage Car	
56102	Interior Lighting Bi-Level Coach for all Bi-Level Coaches		56135	Interior Lighting Skirted Coaches + Luggage van		56143	LED-Interior Lighting Middle Car GTW Stadler 2/8	
56104	Interior Lighting Bi-Level Coaches You will need 5 interior lighting kits for the entire train.		56136	Interior Lighting Saxon Coaches		56144	LED-Interior Lighting UIC-X Passenger Cars	
56130	Interior Lighting Corridor Coaches		56137	End Lighting Bi-Level Ctrl. Coaches		56145	LED-Interior Lighting Control Car ET 440	
56131	Interior Lighting Corridor Ctrl. Coaches		56138	End Lighting Bi-Level Ctrl. Coaches Dbmqqe		56146	LED-Interior Lighting Middle Car ET 440	
56132	Interior Lighting Mail Van p/13		56139	LED-Interior Lighting Commuter Train GTW Stadler		56147	LED-Interior Lighting Control Car ET 440 long	
			56140	LED-Interior Lighting Articulated Train DBGe12		56148	LED-Interior Lighting Passenger Car 120A PKP	

NEW
2016

NR.	DESCRIPTION	
56110	AC Pickup Shoe Most Locos 50 mm	
56111	AC Pickup Shoe Most Locos 63 mm	
56115	Replacement Track Cleaning Pad	
56128	Strapping plug PluX	
56129	Strapping plug for all DC-Locomotives w digital Interface	
56149	Pantograph for E-Loco RH 1216 silver	
56150	Pantograph SBS 10 (1 Pcs.) for E04 DR, E63 Db (AEG), 163 DB (AEG), E93 DB, 193 DB	

NR.	DESCRIPTION	
56151	Pantograph SBS 9 (1 Pcs.) for E04 DRG, E93 DRG	
56152	Pantograph SBS 39 DBS54 (1 Pcs.) for E04 DB, 104 DB	
56154	Pantograph & Double rocker Hlls2D E63 for E63 DRG (AEG), E63 DRG (BBC)	
56156	Pantograph for Hobby-Locos lower arm made of metal, red	
56157	Pantograph for Hobby-Locos lower arm made of metal, grey	
56158	Pantograph for Railcar Hondekop	
56159	Pantograph for Pantograph Hondekop	

NR.	DESCRIPTION	
56166	Pantograph for BR 193 / Vectron lower arm made of metal, red	
56250	Pantograph for BR 187 DB AG	
56251	Pantograph for BR 187 SBB	
56253	Pantograph DBS54	
56254	Pantograph DBS54 for BR 110/140, 141, 150	
56255	Pantograph VSH 2 F2 for BR 243/143	
56256	Pantograph VSH 2 F5 for BR 112/143	
56257	Pantograph for BR 1010/1110 ÖBB similar figure	

NR.	DESCRIPTION		NR.	DESCRIPTION		NR.	DESCRIPTION	
56258	Pantograph SBS65	 NEW 2016	56177	Wheelset Taurus, DC w Tire (2 Pcs.) w print		56161	Smoke unit 10-16 V AC / DC - digital	
56170	Wheelset Taurus, DC w/o Tire (2 Pcs.)		56178	Wheelset BR 185, DC w Tire (2 Pcs.)			For the description of the generator see # 56160. Only suited for digital operation.	
56171	Wheelset Taurus, AC w/o Tire (2 Pcs.)		56179	Wheelset BR 189, DC w Tire (2 Pcs.) w print		56162	Smoke Fluid 50 ml & Syringe	
56172	Wheelset Taurus, AC w Tire (2 Pcs.)		56180	Wheelset Hercules, DC w Tire (2 Pcs.) w print			The steam distillate (50 ml) may only be used for the operation of steam generators. There is a filling syringe that comes with the distillate and that facilitates the filling procedure.	
56173	Wheelset BR 185, DC w/o Tire (2 Pcs.)		56181	Wheelset BR 67400, DC w Tire (2 Pcs.)		56300	Precision Oiler w fine dosage	
56174	Wheelset BR 185, AC w/o Tire (2 Pcs.)		56160	Smoke unit 10-16 V AC / DC - analog			Refillable oiler for 5 ml, thin run pipe for precise application in hard to reach areas. By operating the pushbutton a small drop of oil is released at the fine tip. Delivered in an attractive clear display box.	
56175	Wheelset BR 185, AC w Tire (2 Pcs.)			This steam generator is suitable for the G7.1 locomotives (# 57550 et al.). The locomotive provides extra space for the generator. Fitting the locomotive with this generator is very easy. You do not have to glue it, but simply to put it into the case and hook it up. Before using it, you have to pour ca. 0.3 ml (0.01 ounce) of steam distillate (# 56162) into the tank of the generator. The generator is only for analogue operation. Used digitally, it can be damaged.		56301	Loco-Oil, refill bottle 50 ml	
56176	Wheelset BR 218, DC w Tire (2 Pcs.)						fine mechanic oil, resin- and acid free	





PIKO building models – the perfect flair for every layout.

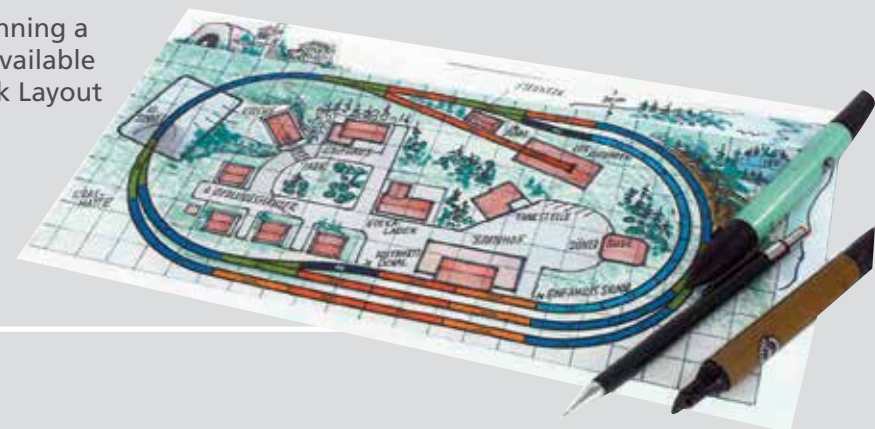
- > Realistic coloring
- > Weathering on many kits
- > Simple assembly due to exact fit of parts and understandable instructions



Many kits contain stickers with advertising posters and signs. This way a building integrates well with the theme of the layout.



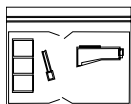
Tips and tricks for planning a complete layout are available in the PIKO H0 A-Track Layout Book. see page 39



Buildings

61153 Neustadt Gravel Yard

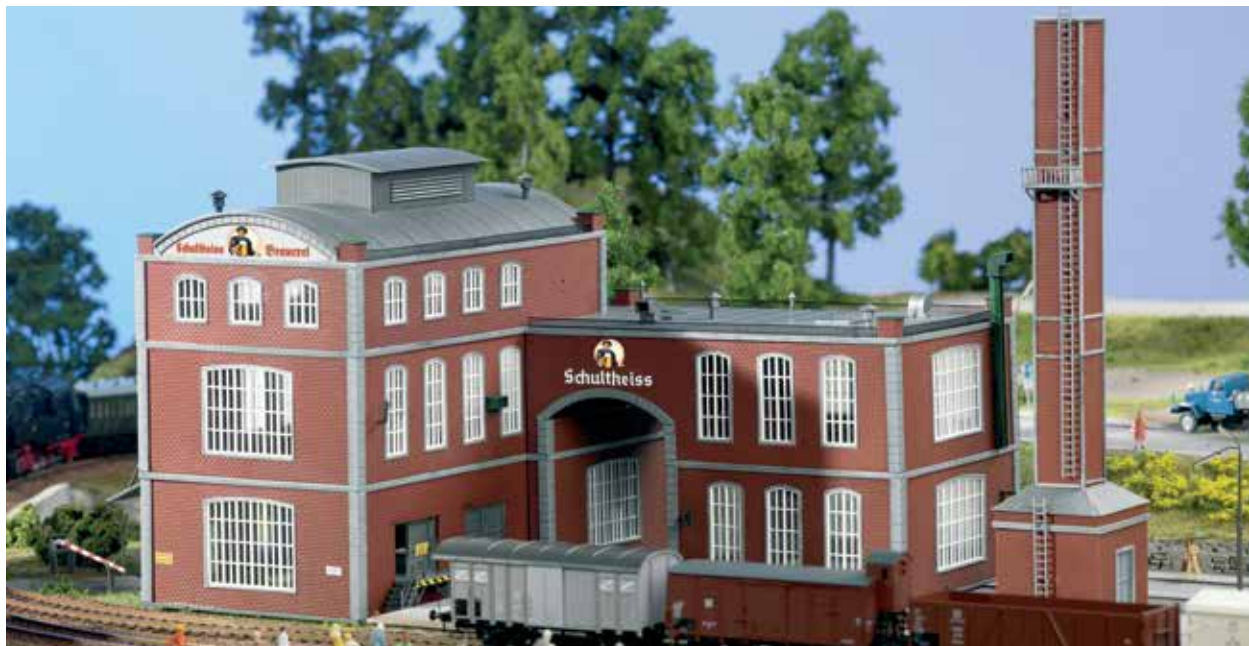
A growing city needs raw construction materials like gravel and rock.



420 x 340 x 80 mm
(16.5 x 13.4 x 3.1 in.)

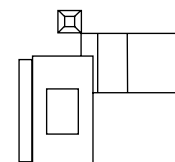
This rock yard has several bins for bulk gravel storage, along with a portable conveyor and space to handle incoming and outgoing shipments. The office and workshop oversee the yard. Parts of this kit are realistically weathered.





61149 Schultheiss Brewery

The architecture of the brewery dates back to the nineteen twenties. The two-part brick building has enough room for all essential fittings and installations necessary for brewing beer. The impressive smoke stack completes the attractive group of structures. Some parts of the kit are realistically aged and weathered.

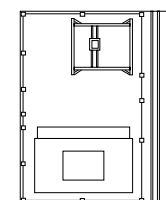


308 x 328 x 200 mm
(12.1 x 12.9 x 7.9 in.)



61152 Gerlacher Crate & Lumber Co

This arch-roofed workshop building takes timbers and turns them into shipping crates. The enclosed yard features an overhead crane for handling heavy objects. The model includes a finely-detailed wrought-iron fence with impressive brick posts. Parts of this kit are realistically weathered.

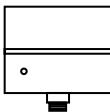


420 x 340 x 110 mm
(16.5 x 13.4 x 4.3 in.)



61151 Prefab Petersburg Market

In the fast-growing town of Petersburg, the speed of pre-fabricated "tilt-up" concrete construction is an advantage. This market became a busy shopping place almost as soon as the building was finished. Parts of this kit are realistically weathered.

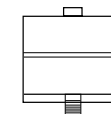


172 x 165 x 50 mm
(6.7 x 6.5 x 1.9 in.)



61146 Prefab Apartment Block Basic Set

Particularly during the seventies many apartment houses in so-called "Plattenbauweise" (prefabricated construction) were built in order to meet the demand for inexpensive housing that could be constructed very quickly. These structures were made with precast concrete slabs which were put together according to a modular design. The PIKO construction kit follows this modular design principle. Some pieces of this kit show traces of natural wear and tear. The kit includes 5 floors that can be extended by the extension set # 61147.

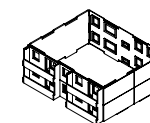


170 x 180 x 200 mm
(6.7 x 7.0 x 7.8 in.)

61147 Prefab Apartment Under Construction

To create a lively layout, the apartment house WBS70 (# 61146) can be extended with this set. It includes two further floors (64 mm, 2.5 inches) whose pieces partly show traces of wear and tear.

Using several basic and extension sets, even longer streets lined with houses of different heights can be constructed.

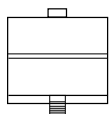


170 x 150 x 65 mm
(6.7 x 5.9 x 2.6 in.)



61148 Prefab Restaurant

This model restaurant perfectly matches the apartment house WBS70 (# 61146). The housing estate can be extended with this classic one-storey restaurant building.



170 x 165 x 65 mm
(6.7 x 6.5 x 2.6 in.)

Picture: Frank Zarges

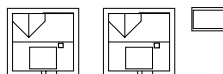


61150 Prefab School Building

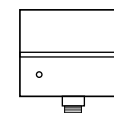
The community now has a fine three-story secondary school building, as good as any to be found in modern big cities.

61145 Neuburg Cottages

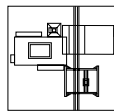
The two houses look good in a suburb beside the railway line. Some of the components of this kit have weathered colours.



2 pc.
105 x 99 x 99 mm (4.1 x 3.9 x 3.9 in.)
Garage
51 x 29 x 38 mm (2.0 x 1.1 x 1.5 in.)

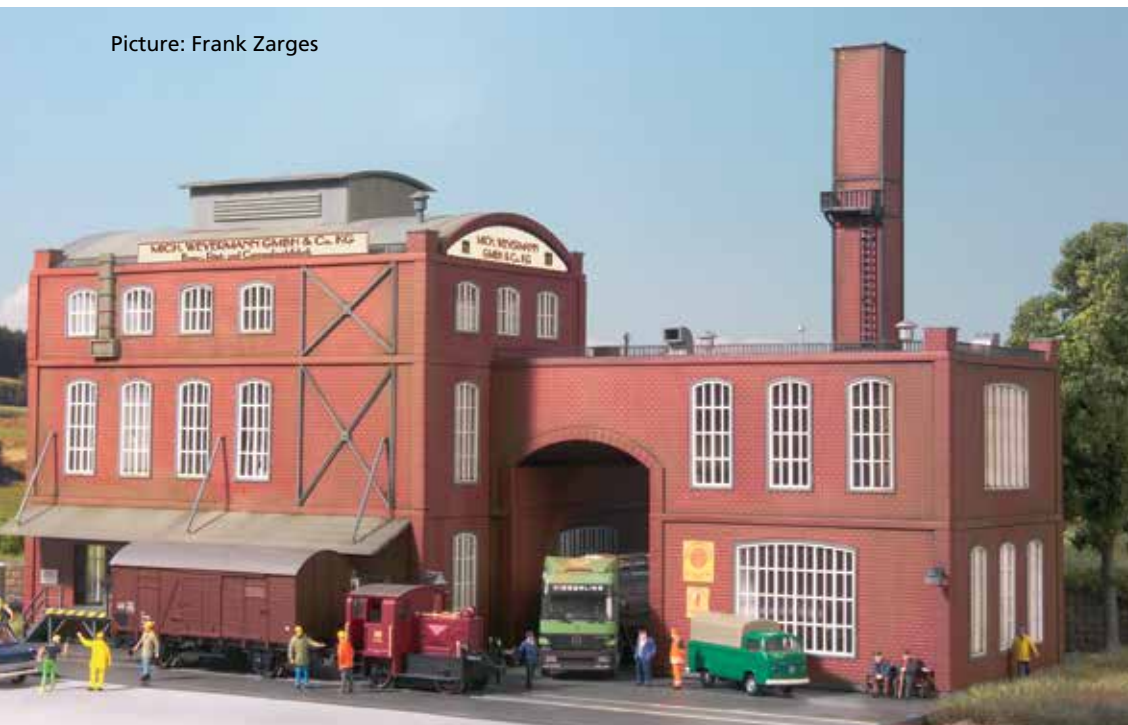


172 x 165 x 130 mm
(6.7 x 6.5 x 5.1 in.)



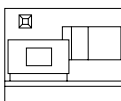
440 x 420 x 275 mm
(17.3 x 16.5 x 10.8 in.)

Picture: Frank Zarges



61144 Malt Plant

The malt house consists of two buildings linked to each other over a roadway. The baseboards included make it possible to integrate a rail connection. Loading scenes can be set up with a covered ramp. Some parts of this building kit have weathered colours.



420 x 335 x 200 mm
(16.5 x 13.2 x 7.9 in.)



61134 Loco Repair Shop

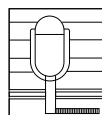
The steam engine maintenance shed is the ideal building for a railway depot on your layout. Two buildings connected by a passage contain all the workshops required for the production of locomotives. The baseboards included in the set make it possible to incorporate a track which can be laid from the works entrance to a gantry crane. Some parts of this building kit have weathered colours.



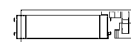


61137 Reinbek Switch Tower

The stationmaster's signal box used to stand in Reinbek station on the line between Hamburg and Berlin. It was put into operation in 1933 as an electromechanical signalbox. Owing to its unusual form and steel construction it looked very modern. The semicircular brick base added later was used as a storage room for the rail maintenance crew. Access to the signal room was via the bridge walkway with its finely detailed stairs. The authentic weathered model with its classic form fits into any layout. It can be set up with or without the finely detailed base.



210 x 115 x 140 mm (8.3 x 4.5 x 5.5 in.)
w base plate:
232 x 210 x 145 mm (9.1 x 8.3 x 5.7 in.)



180 x 47 x 88 mm
(7.0 x 1.9 x 3.5 in.)

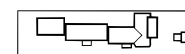
61128 Neuses Old Switch Tower

Makeshift signal boxes are typical of the post-war period and could be found in a number of designs. In this makeshift signal box a coach body has been heaved onto a brick base. That provided the necessary visibility of the turnouts and signals, which could be operated from here. The choice of original, the colouring and realistic traces of weathering all help to create an interesting building for period III and IV layouts. Signal boxes of this type continued to be used in the 20th century right into the eighties, for instance outside Kassel main station.



61112 Suburban Station

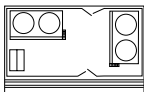
Buildings of this type were characteristic of the post-war years marked by so much destruction: the coach body chocked up as a freight shed, the "reception building" made of corrugated iron, the wooden "passenger centre" – a group that in its own way conveys a picture of railway and social history. A building kit that is particularly suitable for period III layouts but which can also find a rightful place on period IV layouts. Some parts of this building kit have weathered colours.



390 x 100 x 55 mm
(15.4 x 4.0 x 2.2 in.)

61141 ESSO Tank Farm Complex

The railway plays an important part in supplying its own competitors, the automobile industry. It transports large quantities of the fuels so much in demand from refineries to regional tank depots which supply it as required to the filling stations.



420 x 340 x 120 mm
(16.5 x 13.4 x 4.7 in.)

Picture: Frank Zarges



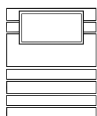
LOCOMOTIVE SCRAP YARD



210 x 230 x 75 mm
(8.3 x 9.0 x 3.0 in.)

61101 Repair Shop

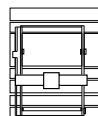
Small engines or trucks can be driven right into the repair-shop. The glass superstructure provides plenty of light for working in the shop, which has wide doors at each end. Some parts of this building kit have weathered colours.



210 x 230 x 75 mm
(8.3 x 9.0 x 3.0 in.)

61102 Portal Crane

A gantry crane of this type can of course be put to good use in a rail yard or on industrial site. The driver's cab with the grab can be moved sideways. Some parts of this building kit have weathered colours.



190 x 210 x 160 mm
(7.5 x 8.3 x 6.3 in.)

61103 Locomotive Scrap Yard

The three scrap bunkers can be filled individually with the numerous old loco parts included such as wheelsets, rodwork, boilers, frames, and buffers. In combination with the gantry crane and the repairshop an exemplary scrapyard can be created. Some parts of this building kit have weathered colours.



61113 Billinger's Co-Op Storage

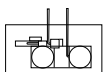
Warehouses of this type are typical in rural areas. The goods to be transshipped, mainly grain, can be driven straight off along the connecting lines. The highly detailed warehouse which has been provided with subtle signs of wear and tear can be used together with other buildings to create a striking industrial centre on rural style layouts. Using the baseboards included in the building kit rails can be laid to create interesting transshipment scenes.



210 x 230 x 168 mm
(8.3 x 9.0 x 6.6 in.)

61115 Billinger's Co-Op Silos

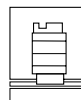
Before the grain can be loaded into trucks, it must be blown into the silos. The containers are built on finely detailed bases. The blowers, lines and ventilators perfect the authentic appearance of this model. Some parts of this building kit have weathered colours.



210 x 134 x 153 mm
(8.3 x 5.3 x 6.0 in.)

61114 Billinger's Co-Op Elevator

The impressive storage tower is used for drying and shifting grain. Many significant details such as air-blown transport to the silos and ventilator outlets on the roofs as well as various pipes give the building a particularly interesting appearance. Some parts of this building kit have weathered colours



210 x 230 x 230 mm
(8.3 x 9.0 x 9.0 in.)

61111 Coal Elevator & Accessories

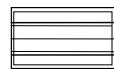
The many items in this kit can be used to add authentic detail to the coal yard. Tools, sack trolleys, compressors, coal sacks, and a few oil barrels as well as a conveyor belt make life easier for Grabowsky's workmen.



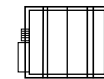
SAND WORKS

**61123 Sand Works Loading Bridge**

The sand and gravel from the grading tower travels through the loading bridge to waiting train cars or trucks. Three separate loadouts guarantee a high throughput. Some parts of this building kit have weathered colors.



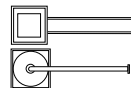
182 x 108 x 168 mm
(7.2 x 4.3 x 6.6 in.)

**61124 Sand Works Grading Tower**

120 x 94 x 220 mm
(4.7 x 3.7 x 8.7 in.)

**61125 Sand Works Silo & Transport**

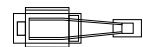
The sand and gravel arriving at the sand works is carried to the grading tower on a conveyor belt. The sand silo fills lorries with particularly fine sand which is blown from the grading tower into the silo. Some parts of this building kit have weathered colours.



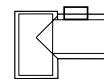
52 x 148 x 148 mm Silo (2.0 x 5.8 x 5.8 in.)
48 x 155 x 120 mm Transport
(1.9 x 6.1 x 4.7 in.)

**61126 Sand Works Unloading Crane**

The unloading crane runs on rails. This makes it possible to unload arriving freight cars or even ships if the Blum sand and gravel works is built beside a navigable stretch of water. Some parts of this building kit have weathered colours.



134 x 44 x 100 mm
(5.3 x 1.7 x 3.9 in.)

61127 Sand Works Sales Office

84 x 64 x 38 mm
(3.3 x 2.5 x 1.5 in.)



E. STRAUSS GLASS FACTORY

PIKO



61116 E Strauss Glass Factory

The glass foundry with its barrel roof is an impressive building. The glass smelting furnaces are in the noticeably higher production area. This is also where the glass blowers work. With its authentic mix of materials including brick walls and natural stone, as well as its covered loading ramp at the back and the barrel roof (complete with snow catching rails) not to mention the ventilator sized according to requirements the building looks as impressive as authentic. Some parts of this building kit have weathered colours.

61117 Factory Side Building

The annexe to the main building matches the main building perfectly in style and height and it provides a wide thoroughfare which can also be used by rail vehicles. With the baseboards included with the main building and the annexe it is possible to incorporate rails. Some parts of this building kit have weathered colours.

61118 Factory Chimney

The glass foundry needs a lot of heat so a boiler house with the necessary factory chimneys must be provided. The chimney stands on a masonry base which also contains a ladder for the chimney sweep. Reinforcement bands made of metal with realistic traces of operation are all part of the accurate representation. Some parts of this building kit have weathered colours.

61119 Factory Accessories

This selection of accessories consisting of compressors, containers, acid containers and tools is suitable for more than just the glass foundry. The loading crane is also included in this kit.

61120 Factory Fence

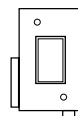
This finely worked fence is an ideal addition to the glass foundry. The fence weathered like the original is set on a low wall. Since it can be varied in length, there is virtually no limit to its use.



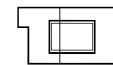
61118:
50 x 50 x 260 mm
(2.0 x 2.0 x 10.2 in.)



61119:
130 x 95 x 75 mm
(5.1 x 3.7 x 3.0 in.)



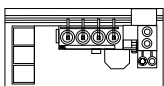
61116:
225 x 130 x 185 mm
(8.9 x 5.1 x 7.3 in.)



61117:
225 x 130 x 185 mm
(8.9 x 5.1 x 7.3 in.)

O'CONNER'S CEMENT WORKS

The building complex belonging to Main-Beton consists of a cement mixing plant, silos, and three sand bunkers which are each obtainable as individual sets. It all looks at its best of course as a complete unit which perfectionists will finish off with a factory fence.

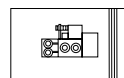


172 x 152 x 130 mm (6.8 x 6.0 x 5.1 in.)
w base plate:
224 x 204 x 135 mm (8.8 x 8.0 x 5.3 in.)

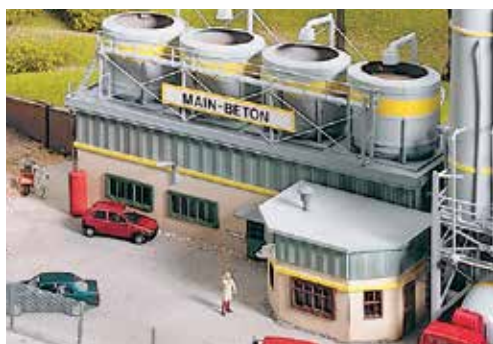


61133 Concrete Plant Fence

The cement works can be surrounded by the typical factory fence made of wire netting.

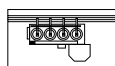


340 x 210 x 190 mm
(13.4 x 8.3 x 7.5 in.)

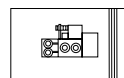


61130 Concrete Plant Mixing Building

The buildings belonging to the cement works comprise the technological heart of this specialised field of building material production.



420 x 230 x 130 mm
(16.5 x 9.0 x 5.1 in.)



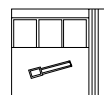
61131 Concrete Plant Silos

Various kinds of ready-mix concrete are stored in the silos. They can be collected from there with mixing vehicles.



61132 Concrete Plant Sand Bunkers

No concrete without supplies of sand! With Main-Beton's sand bunkers the model rail enthusiast has an authentic building kit.



230 x 210 x 55 mm
(9.0 x 8.3 x 2.2 in.)



TANKS



61104 Storage Tanks Low

The building kit contains two storage containers to store the petroleum products delivered by tank cars. Tank fittings, filling points, and oil sumps with their authentic traces of ageing look very realistic.



175 x 90 x 70 mm
(6.9 x 3.5 x 2.8 in.)



162 x 90 x 140 mm
(6.4 x 3.5 x 5.5 in.)

61121 Storage Tanks Tall

High storage tanks add interest to complexes such as the J. Hennig tank depot. But they can also be used to build entire refineries where both large and small tanks have their place. Many details such as fittings and oil sumps have been accurately represented on this PIKO model with its realistic traces of wear and tear.



152 x 66 x 56 mm
(6.0 x 2.6 x 2.2 in.)

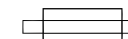
61106 Tank Station Office

It is not only important to get the tankers filled, the paperwork must also be dealt with. For this there is an office right next to the filling station where small quantities of mineral oil can also be sold in barrels.



61105 Tank Station Fill Racks

In order to ensure that the tankers are filled rapidly there must be a filling station by the railway. Some parts of this building kit have weathered colours.



225 x 25 x 75 mm
(8.9 x 1.0 x 3.0 in.)





99971
Beachflag PIKO



99972
Beachflag PIKO myTrain®

99930 Watch
A great Christmas
present for PIKO fans...



99942W Cap white or
99942B Cap beige
For fans who show their favourite
passion...

99965
PIKO Lanyard



99936 Ballpoint Pen
For those who prefer
things in writing ...



99932 Wall Clock
So you will not miss
your train...



99948 Desk Calendar
2015/2016
For all dates ...



99935
PIKO PIN



99937 Polo-Shirt
Having one's heart and
"PIKO" in the right place

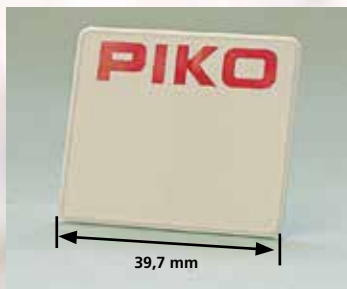


99950 PIKO-Book,
German



99941 Cup with
Locomotive Pick up steam
in the morning...





99900 Price Displays (6 pcs.)



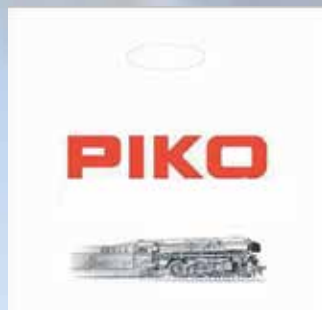
99931 PIKO-Flag 80 x 120 cm
(3.1 x 4.7 in.)



99933 Lamp 20 x 80 cm (0.79 x 3.1 in.)



99934 Outdoor lamp 30 x 80 cm
(1.2 x 3.1 in.)



99952 Plastic Bag
38 x 50 cm (1.5 x 2.0 in.)
99956 Plastic Bag big
69 x 50 cm (2.7 x 2.0 in.)



99906 PIKO H0-Logo 12 cm (4.7 in.)
99907 PIKO H0-Logo 40 cm (1.6 in.)
99909 PIKO G-Logo 40 cm (1.6 in.)
Stickers

Dear PIKO-Fan

Your Opinion is Important to Us!

If you have any suggestions or complaints for us, or if you miss anything in our range of products, do not hesitate to contact us. Satisfying our customers is our top priority!
Please write us: PIKO Spielwaren GmbH, Lutherstraße 30, 96515 Sonneberg; hotline@piko.de. We will reply!

Tour of the PIKO Factory

If you feel like making an interesting excursion in the south Thuringian region, drop by at our premises! Once a month, fans and interested visitors have the opportunity to take part in a tour of the PIKO plant. For more information and the specific dates call Martina Matthäi (customer service): +49 3675 – 89 72 42.

Service

We have established a hotline for customers who have specific questions about PIKO products or technical problems. The hotline team is there for you on Thursdays from 4 to 8 p. m.

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50054	256	51056	263	51640	85	51764	189/74	52571	132	53141	278	53264	288	54297	355	54501	333	54658	305
50055	256	51086	260	51641	85	51765	189/74	52572	190/132	53142	278	53270	280	54300	322	54505	333	54659	304
50056	256	51095	260	51642	85	52028	265	52573	190/132	53143	278	53272	280	54301	322	54510	321	54662	304
50057	256	51096	260	51643	85	52038	266	52574	131	53144	278	53273	280	54310	322	54516	321	54663	305
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50100	252	51255	263	51646	83	52058	268	52601	145	53162	279	53311	277	54324	314	54533	306	54670	298
50101	252	51256	263	51647	83	52067	267	52602	146	53163	279	53312	277	54339	325	54535	306	54671	298
50104	252	51286	260	51648	84	52069	267	52603	146	53164	279	53313	277	54341	315	54536	306	54672	299
50107	252	51295	260	51649	84	52086	264	52604	189/147	53165	279	53314	277	54342	315	54541	349	54673	299
50112	253	51510	80	51670	78	52087	264	52605	189/147	53166	279	53325	288	54344	315	54545	349	54674	297
50117	255	51511	80	51671	78	52216	266	52630	124	53174	289	53327	288	54347	357	54546	349	54675	300
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50125	254	51513	82	51673	78	52235	266	52632	125	53176	289	53360	276	54359	357	54558	349	54681	302
50126	254	51514	79	51674	190/77	52268	267	52633	125	53180	274	53361	276	54361	357	54559	348	54682	302
50128	254	51515	79	51675	190/77	52269	267	52634	189/126	53181	274	53369	276	54362	357	54567	309	54683	302
50133	259	51516	82	51676	75	52287	264	52635	189/126	53190	275	53387	289	54366	356	54571	308	54684	303
50134	259	51517	82	51677	75	52510	149	52650	150	53191	275	54006	337	54369	356	54573	309	54685	301
50135	259	51518	190/80	51678	76	52511	149	52651	150	53205	281	54007	337	54393	330	54574	309	54690	318
50265	258	51519	190/80	51679	76	52512	191/149	52652	151	53206	281	54008	344	54396	330	54576	308	54691	319
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50407	252	51521	86	51701	65	52518	148	52700	158	53213	277	54033	343	54417	332	54585	329	54703	336
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50428	254	51524	81	51704	188/66	52521	149	53022	285	53231	288	54082	348	54439	312	54595	287	54706	344
50433	259	51525	81	51705	188/66	52540	123	53023	285	53235	287	54128	328	54440	312	54601	310	54708	346
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50501	214	51564	191/97	51732	69	52543	122	53081	286	53242	282	54189	355	54451	316	54625	311	54717	351
51006	261	51565	191/97	51733	69	52544	190/122	53082	286	53243	282	54191	355	54452	316	54630	307	54718	350
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54919	354	55207	56	55292	59	55753	246	56051	365	56134	366	56178	368	56346	362	57130	28	57370	209
54926	334	55208	56	55293	61	55754	246	56052	365	56135	366	56179	368	56348	362	57132	22	57371	209
54927	356	55209	56	55294	60	55755	246	56053	365	56136	366	56180	368	56349	362	57135	25	57373	209
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54934	329	55213	57	55298	59	55758	247	56061	365	56139	366	56191	363	56352	362	57145	36	57391	216
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54941	351	55219	57	55300	38	55771	247	56065	365	56141	366	56193	363	56354	362	57151	29	57396	217
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55201	56	55281	61	55743	246	56036	364	56129	367	56173	368	56341	362	57095	43	57332	213	57550	224
55202	56	55282	56	55744	246	56040	365	56130	366	56174	368	56342	362	57110	36	57339	213	57551	225

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57647	228	57717	241	57856	203	57987	215	58720	239	59145	88	59303	116	59427	128	59507	114	59630	177
57650	183	57719	238	57858	202	57988	217	58721	236	59146	90	59304	117	59428	127	59520	174	59632	176
57651	183	57721	240	57859	204	57989	215	58722	237	59147	91	59305	116	59429	128	59522	172	59633	176
57652	183	57727	244	57860	203	58105	269	58723	240	59148	92	59306	116	59430	170	59525	174	59634	176
57653	183	57747	243	57861	205	58111	269	58724	342	59160	152	59307	114	59432	129	59529	173	59635	176
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57664	180	57759	243	57864	202	58132	231/105	58727	238	59173	222	59331	175	59440	195	59532	175	59700	144
57665	180	57772	245	57881	216	58205	269	58780	229	59200	222	59332	175	59442	195	59533	174	59701	144
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57680	226	57788	237	57901	211	58344	310	59045	88	59230	170	59347	88	59475	166	59540	91	59708	191/142
57681	226	57789	236	57916	197	58345	298	59046	90	59232	129	59349	90	59476	166	59547	88	59709	191/142
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57702	240	57816	197	57956	203	58650	187	59112	15	59266	165	59380	134	59496	154	59585	134	59745	137
57703	238	57818	197	57958	202	58711	236	59113	16	59267	164	59386	134	59497	153	59586	134	59746	140
57704	240	57819	197	57959	204	58712	237	59114	14	59268	167	59387	134	59498	155	59587	134	59748	191/139
57705	241	57820	196	57960	203	58713	241	59130	175	59269	167	59388	133	59499	155	59588	133	59749	191/139
57706	244	57833	199	57961	205	58714	243	59132	171	59291	155	59417	222	59501	117	59620	178	59750	140
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57715	239	57854	205	57982	216	58718	242	59143	92	59301	117	59421	129	59505	116	59624	178	59755	140

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59870	99	59934	136	61113	379	61823	248	96301	168	96645	185	97730	141
59871	99	59935	136	61114	379	61824	248	96302	169	96646	185	97731	141
59873	100	59937	136	61115	379	61825	248	96303	169	96647	185	97732	204
59874	102	59938	191/135	61116	381	61826	248	96366	106	96648	185	97733	172
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59890	118	59970	99	61125	380	95174	221	96401	110	96950	35	99853	39
59894	120	59971	99	61126	380	95288	152	96402	110	96975	27	99900	385
59895	118	59973	100	61127	380	95330	303	96403	111	96980	20	99906	385
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59929	153	61105	383	61153	372	96142	218	96544	71	97722	94	99950	384
59930	136	61106	383	61820	248	96210	220	96545	71	97723	94	99952	385
59932	135	61111	379	61821	248	96270	219	96617	181	97724	101	99956	385

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As famous mainline locomotive from the portfolio of SBB Cargo, the e-locomotive „Vectron“ is exclusively available with this decoration at PIKO.

> **EXPERT-line** page 102



Design matches with following rolling stock:
Cement Silo with light grey frame and light grey tanks.
> **CLASSIC-line**
page 318

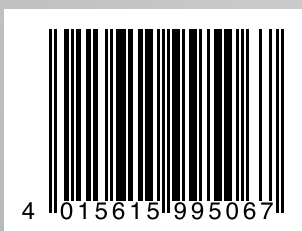


Passenger cars of polish State Railway. > **EXPERT-line** page 185



Since 1982 the models of class 243 became a backbone in electric rail traffic at Deutsche Reichsbahn and are still essential for DB AG nowadays.
> **EXPERT-line** page 64

picture shows
handmade sample



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